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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

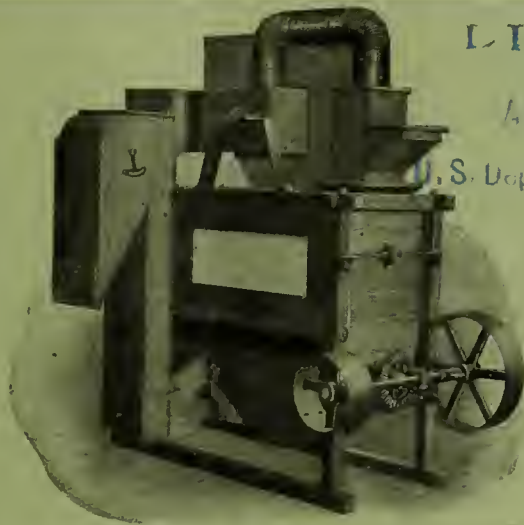
VOL. XXI.

CHICAGO, ILLINOIS, APRIL 15, 1903.

No. 10.

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This cleaner has very large capacity in small space. The motion of its sieve is only 30 per minute. Don't be the last man to get one.

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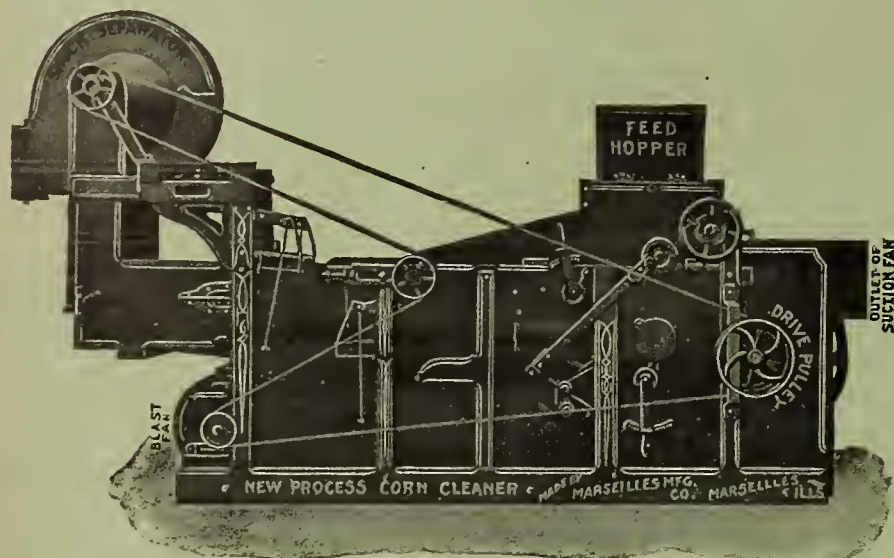
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for shelling both husked and unhusked corn.



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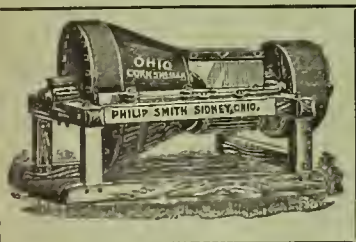
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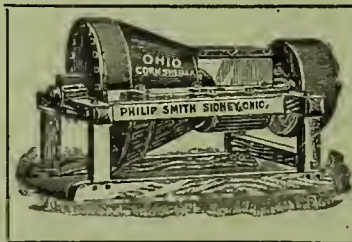
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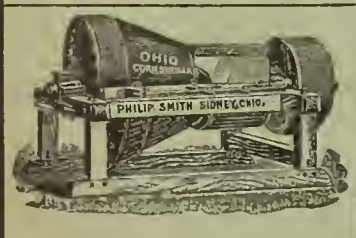
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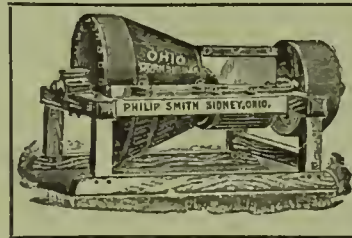
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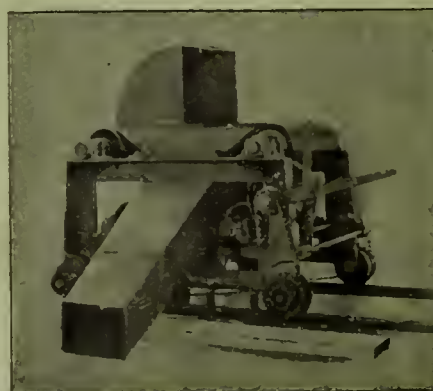
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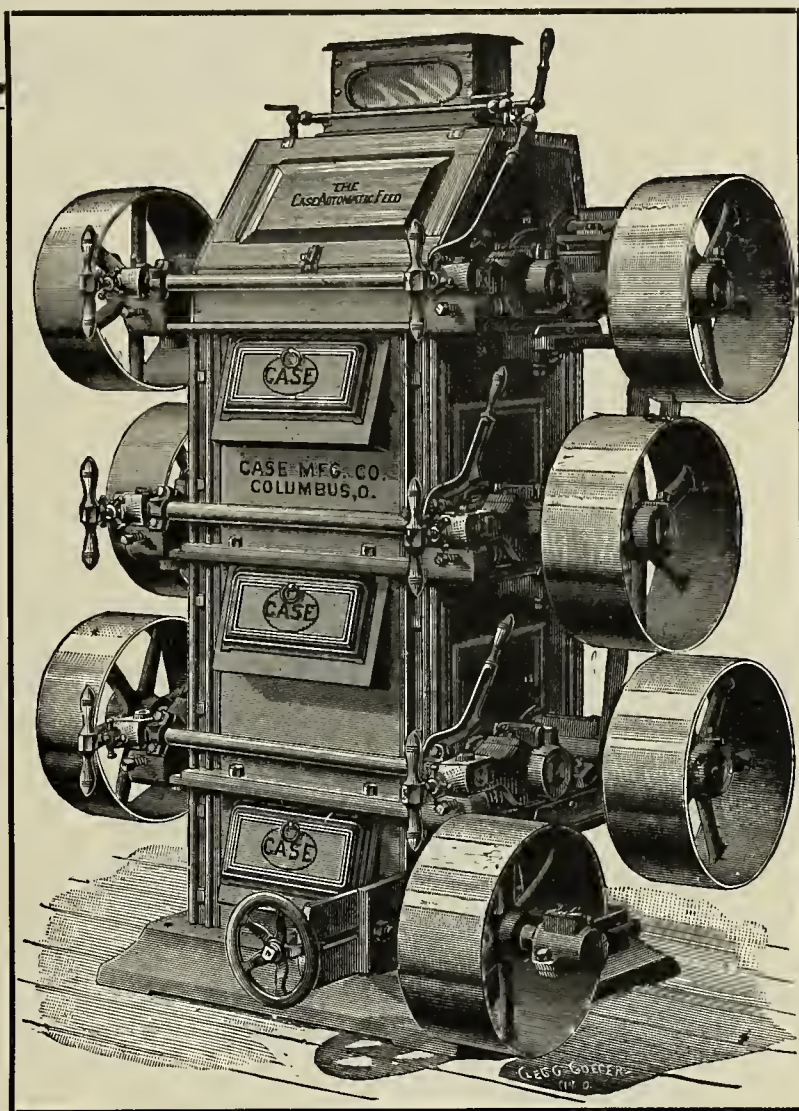
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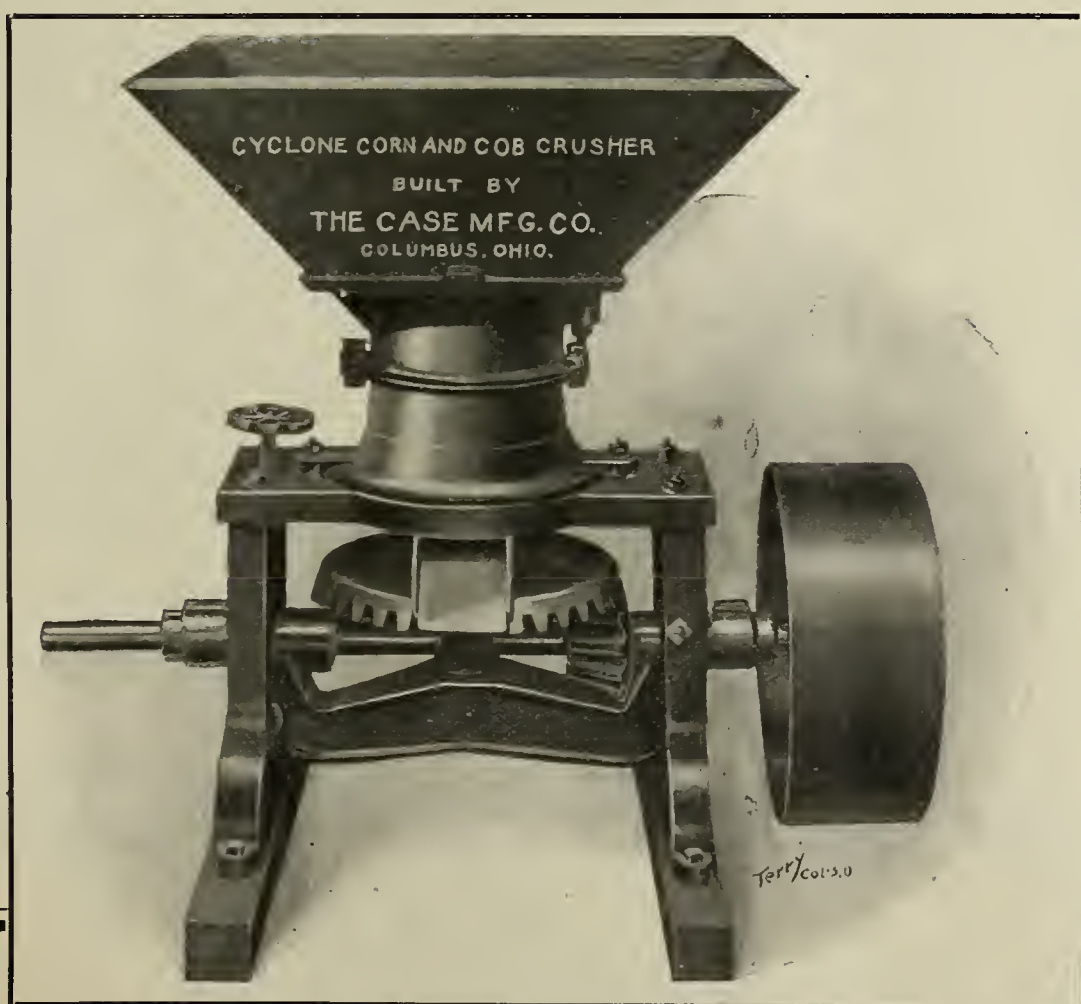
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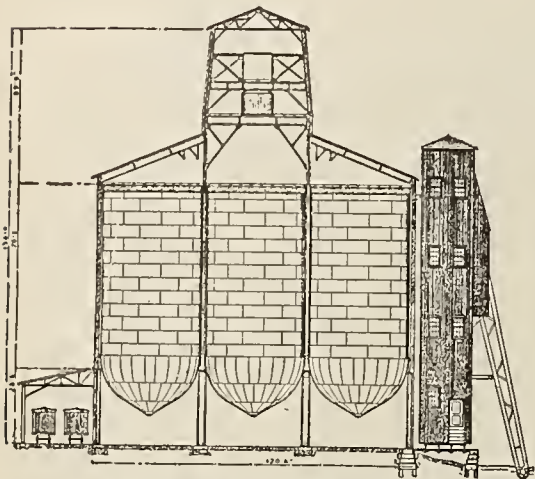
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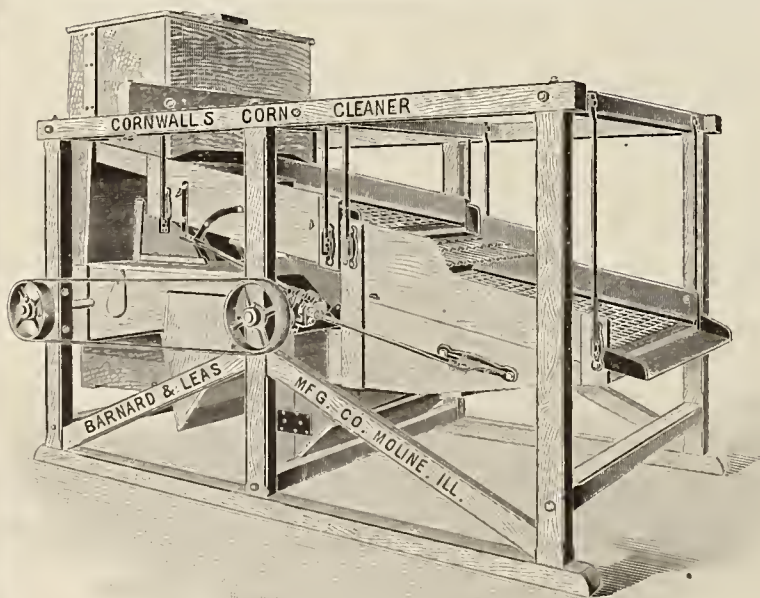
Embracing latest types of Grain Tripers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

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The Cornwall Corn Cleaner will clean your corn thoroughly in one operation. Its patent finger sieve will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

The shaker is made in two parts and is constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve, and give it a chance to make a better separation.

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We also make or supply everything needed in the elevator line.

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✓ **MERCHANT MILLERS** ✓

ESTABLISHED 1876

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Decatur, Illinois.

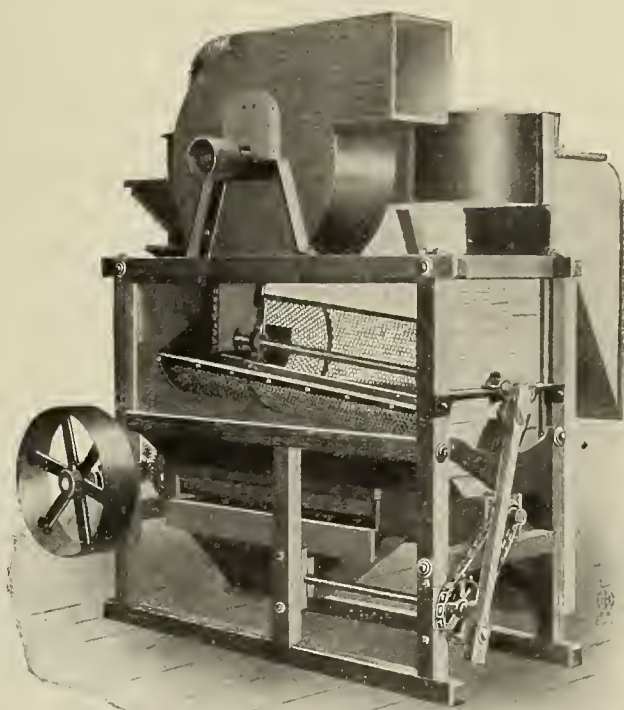
Dear Sirs:—Your Non-Vibrating Corn Cleaner which we installed some time ago is giving splendid satisfaction. In fact, it is the best corn cleaner we ever saw. It thoroughly removes all wheat, broken corn, sand, dirt, broken cobs, etc. The brush keeps the sieve clean at all times; the machine runs light, makes but little noise, and being all enclosed, keeps the mill free of dust. We believe the rocking motion used in your cleaner the best possible motion for a cleaner on account of its slow speed and large capacity in a small space.

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Experienced operators in purifying and bleaching grain, after seeing our work, say we have overcome the causes of their greatest troubles and loss.

With our System the operator has absolute control of the temperature in treatment, and can do the work with or without heat, and no additional machinery is necessary in preparing the grain for shipment after treatment.

Our System has received the approval of the largest handlers of grain in America.

Our System is entirely different from all others heretofore in use, and is fully covered by United States Letters Patent.

While our System for Purifying is applicable to all grains, it is especially valuable to Oats and Barley in removing *Mold, Must, Smut, Fungus and Weather or Water Stains, Bad Odors and Smells, Expelling Heat and Moisture and Restoring Natural Color and Aroma of the Grain*, thus greatly enhancing its food value and selling price, without impairing its germinating qualities.

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**Cost of treatment less than one dollar per thousand bushels of grain.**

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No elevator, from country elevator handling 50,000 bushels of grain a year up to the largest transfer house, can afford to be without our Purifying System. The price is within the reach of all, and can be saved within a short time.

We shall be purifying oats by our System almost constantly during the months of April and May at our elevator, Earl Park, Indiana, 100 miles from Chicago or Indianapolis, on the Big Four Railway, and all parties interested will be welcomed. If you have not the time to make a personal inspection send for descriptive circulars and samples of grain before and after treatment. We invite inspection and comparison. Address

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We have been granted by the U. S. Patent Office and we now fully control the ONLY PROCESS PATENT ever issued by the United States Government on a PROCESS for treating and bleaching grain. All other so-called purifiers so extensively advertised are simply mechanical devices, some patented, others not, and none of them controlling or covering a process; and all users of them are liable to us in action for damages for infringement if without our consent they make use of our Process either without or in connection with any of such so-called purifiers or devices.



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<p>Stock orders executed on New York Stock Exchange over Private Wires. Members Chicago Board of Trade—Milwaukee Chamber of Commerce. The <i>Post</i>, containing our Daily Market Letter, in which appears Chicago Board of Trade continuous quotations from the opening to the close of business, will be sent free upon application. Tel. Harrison 1925—2189.</p>			
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MEANS MAKING YOUR FEED GRINDING PROFITABLE

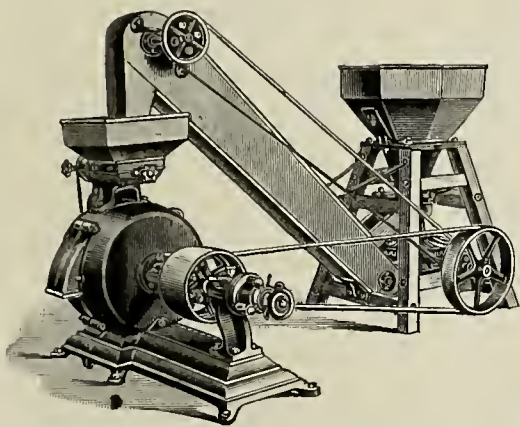
It will grind all kinds of feed stuffs and may be used to grind table meal.

You will be surprised at the amount of corn and cob one of these outfits will handle. When it is desired to grind oats or rye with corn and cob, it can be thoroughly mixed by running the grain through the crusher.

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Yours truly,  
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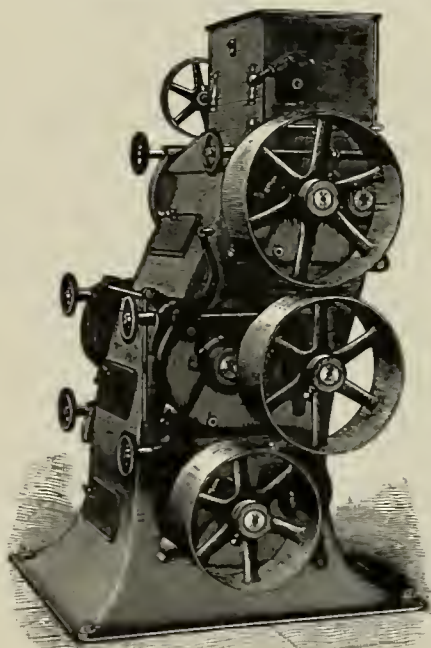
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 BY OPERATING A GOOD MILL FOR GRINDING

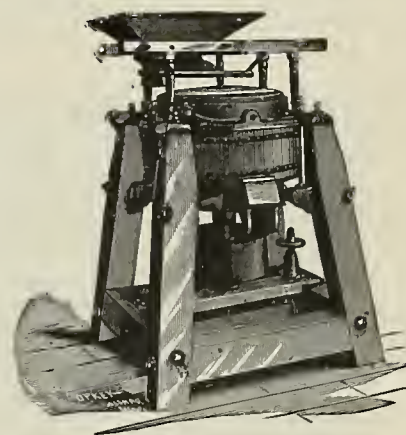
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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
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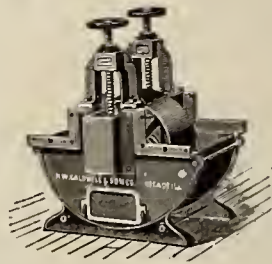
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For Completely Cleaning Smutty and  
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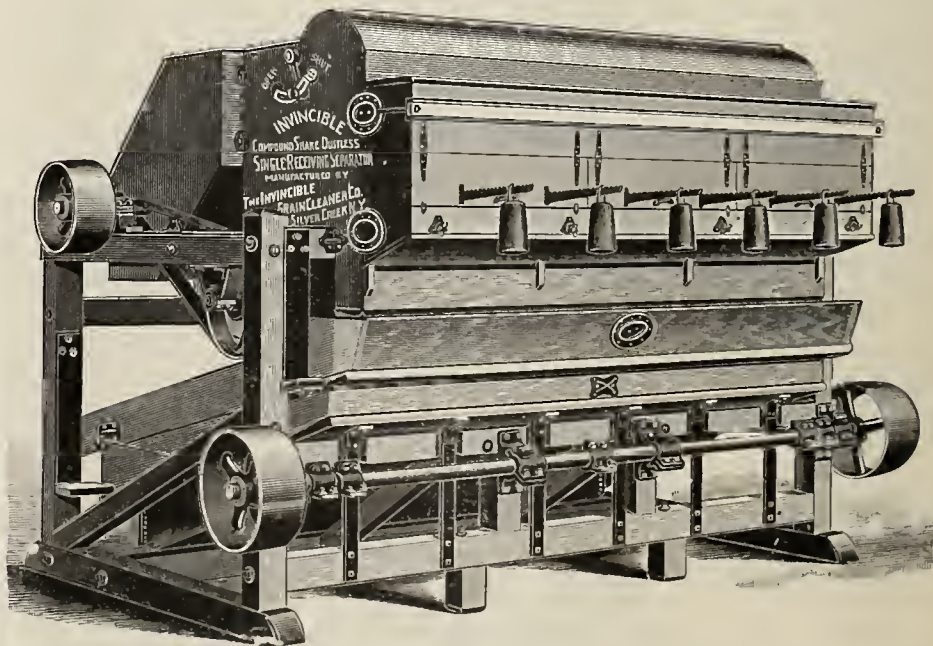
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Invincible Grain Cleaner Company,

SILVER CREEK, N. Y., U. S. A.

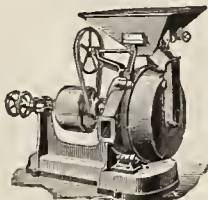
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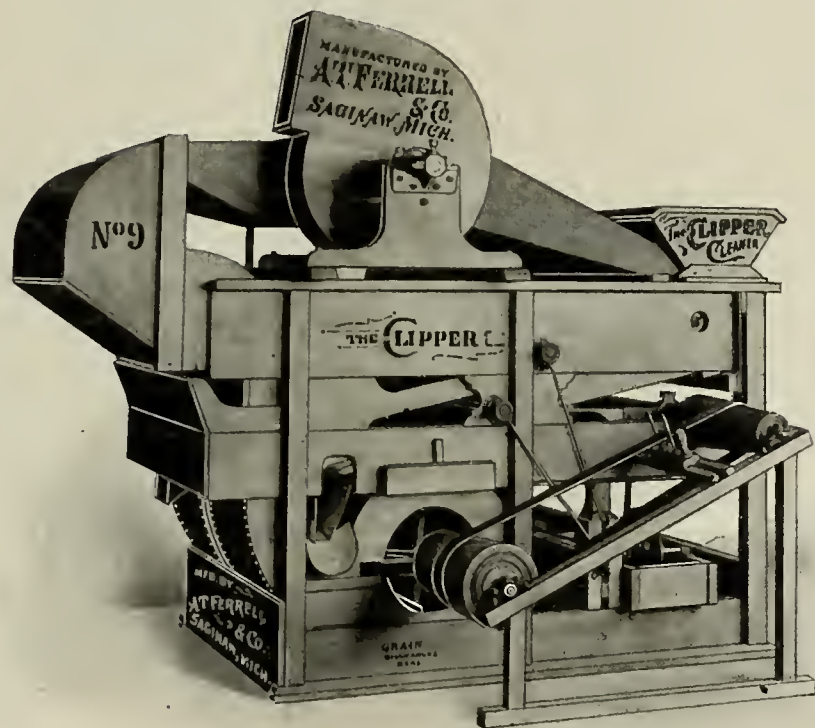
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# The CLIPPER GRAIN CLEANERS

No. 9 Brush and Dustless Clipper  
Cleaner with Special Air  
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WE ARE NOT IN THE GRAIN CLEANER COMBINATION THAT HAS BEEN FORMED TO ADVANCE PRICES. We are making our Cleaners better than ever and incorporating new improvements WITH NO ADVANCE IN PRICES.

Our Cleaners are quickly and easily installed and simple to operate. *We do not have to send an expensive mechanic to set up and start them running and add his bill to the price of the machine.*

The CLIPPER is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity that is so well adapted to this class of work.

Our CLEANERS require but one-quarter the power of a suction Cleaner of equal capacity and will do a far greater variety of work. We have the only successful combination Cleaner on the market, and we guarantee satisfaction.

Write for catalogue and Sample Plate of Perforations. You will find the latter useful, whether you wish to buy a Cleaner or not.

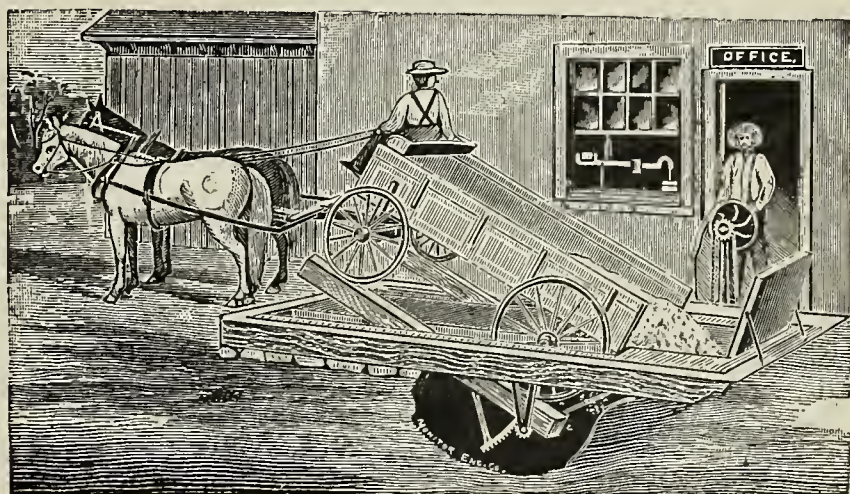
**A. T. FERRELL & CO., SAGINAW, MICH.**

## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., S. Paul, Minn., Northwestern Agents.





## When You Are Glad to See A Huntley Man.

DEAR JOHN:

Brace up, my boy, the loss of that contract won't break you and don't forget all the teachings of good old Parson Brown just because you forgot two or three principles of good business.

To tell the truth, John, I was surprised at your giving that order for machines to Just-as-Good & Co. I thought you knew better than to speculate with your customers' good will—but the price bait was evidently too much for your self control.

When J. A. G. & Co. have gotten through "excusing" non-delivery, when you have, for the twentieth time, had the machine laid up for repairs, when you have gotten through "dickering" over the price the machine is *actually* worth, and when you have decided to throw the whole machine out of the place—you'll be mighty glad to see the "Huntley Man."

Their men are not quite so "long" on promises, nor are they quite so short on knowledge of the business as some of the good fellows who sell grain cleaning machinery, but their promises are as good as performances.

I'm always glad to see a Huntley man. The Monitor machine makes friends for 'em.

A Huntley man can go back to his old customers at any time and get the "glad hand." You never heard the boys "knocking" Monitor machines at the conventions, did you?

These little points go a great way.

As for me, I always like to trade with the fellow I am glad to see.

Yours truly,

SAMUEL WISEMAN.

### The Monitor Line Includes:

Monitor Dustless Warehouse and Elevator Separator  
Monitor Dustless Oat Clipper  
Monitor Dustless Warehouse Smutter

And a full line of special grain cleaning machinery for any and all kinds of uses.

# Huntley Manufacturing Co.

Silver Creek, New York.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, APRIL 15, 1903.

No. 10.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

### SUNSET ELEVATOR, GALVESTON, TEXAS.

Under the Southern Pacific Company's policy of expansion and improvement, plans were made for the development of some gulf port terminal for handling the export grain traffic of the railroad. Galveston, Texas, was chosen on account of its geographical location, its excellent harbor and its already important position as a distributing point

for general merchandise. Previous to the year 1901, the elevator capacity of the port was about 1,750,000 bushels. In the spring of that year plans were ordered made for an electrically driven elevator of 1,000,000 bushels' capacity, with a large belt conveyor system and independent power plant.

During the fall of 1901, work was commenced on the foundations which were put in by the forces of the Southern Pacific Company under the supervision of Geo. W. Boschke, superintendent of con-

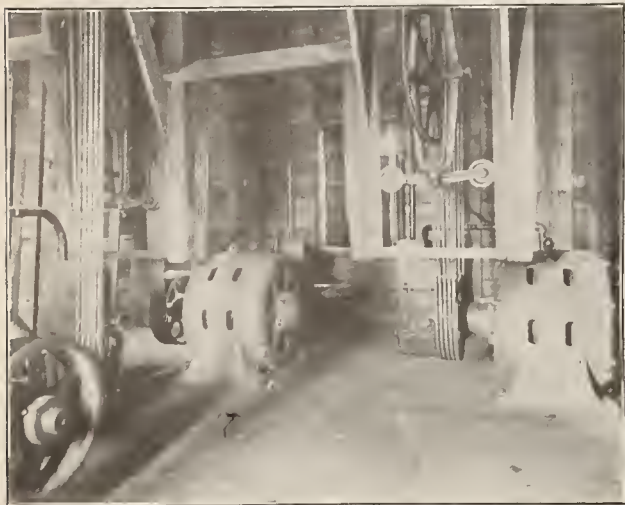
struction. The foundations are of concrete resting on piles, and reinforced with steel, this being necessary on account of the very shallow depth permissible for the piers.

Tenders for the construction of the superstructure of the elevator were called for, but as these proved unsatisfactory, Wm. Hood, chief engineer of the Southern Pacific Company at San Francisco, Cal., instructed the architects to proceed with the construction for the railroad company. This



SOUTHERN PACIFIC TERMINAL COMPANY'S SUNSET ELEVATOR, GALVESTON, TEXAS. J. ROSENBAUM GRAIN COMPANY, CHICAGO, LESSEES.  
John S. Metcalf Company, Chicago, Engineers and Supervising Architects.





MOTOR TOWER ON WHARF, SUNSET ELEVATOR.

work was started in the spring of 1902, and was completed some months ago. The early part of March of this year saw the first shipment of grain from the new elevator.

It was a part of the plan of the Southern Pacific Company that this plant should be as well built and as finely equipped as modern elevator engineering makes possible. The general dimensions and arrangements of the building are in keeping with the best practice in these respects. The structure is 238 feet long by 101 feet wide, with bins sixty-three feet deep, surmounted by a cupola five stories high, composed of the usual distributing, belt-conveyor, scale, garner and top stories.

Five pairs of car shovels unload grain into five stands of receiving legs using 7x7x20-in. cups. There are also five stands of legs of the same size for shipping. Any leg will discharge into either of two garners. Below the garners, ten 1,400-bu. hopper scales on steel frames empty the grain through twenty double-jointed trolley spouts into 155 bins. The scales also spout on either of two 36-in. reversible belt conveyors, from which two 4-pulley reversible trippers distribute it longitudinally of the house through twelve telescope spouts to the bins. Three car-loading spouts make it possible to ship by car from either inside the house or underneath the side gallery. Two large separators and one clipper are located in the first story of the elevator. A car puller of large size, five basement conveyors, a complete sweeper system and a passenger elevator are important, though not unusual, features of the equipment.

In the side gallery are two 36-in. belt conveyors receiving grain from the shipping bins and discharging onto two 36-in. belts running from the northwest corner of the elevator to Wharf A, a distance of 230 feet. One hundred feet of this gallery is built of fireproof material, with hollow tile partitions and automatic fire doors at each end to prevent spread of fire from the wharf to the elevator. At Wharf A the double conveyor gallery turns at a right angle and runs along the face of the slip for 723 feet, at which point a motor tower is located. A single belt conveyor then continues along the wharf for a distance of 674 feet, making the total length of the shipping galleries about



SIDE GALLERY, SUNSET ELEVATOR, GALVESTON, TEXAS.

one-third of a mile. Two trippers in the gallery along the wharf discharge grain through twenty-one dock spouts into the holds of vessels lying alongside. These arrangements make it possible to load two vessels simultaneously.

Thoroughness of equipment and excellence of quality have been primary considerations in the construction of the plant. All timber and lumber is of yellow pine, dressed on all sides. All bearings throughout the elevator, conveyor galleries, and on the trippers are of the ring-oiling type and are absolutely dust-proof. A complete system of floor sweeps and dust piping keeps the elevator clean. In addition to the regular system of water piping with hose connections for fire service, the entire elevator, and the conveyor gallery, out as far as the fireproof section of same, are completely equipped with automatic sprinkler heads, connected with four large air-pressure tanks in the top story of the elevator and with an independent 1,000-gal. Underwriters' Fire Pump in the power house.

Owing to the damp, salt air of the locality, it was necessary to make all steel work unusually heavy and to galvanize it wherever possible. The fire-escape at the south end of the elevator, consist-

lifting the heaviest piece of machinery in the installation.

Steam is supplied by six Babcock & Wilcox Water Tube Boilers, heated by fuel oil. The stack is of brick, 150 feet high, with a flue eight feet in diameter, and is furnished with platinum tipped lightning conductor.

Connecting the engine and generator house with the boiler house is a pump room, where are located with boiler feed pumps, condenser and two 1,000-gal. Underwriters' Fire Pumps, one to supply the hose system in the elevator and the railroad yards and one to supply the sprinkling system. Each pump has a separate suction pipe running from the slip some 600 feet distant.

A pole line between the power house and the nearest point of the belt gallery, a distance of 500 feet, makes connection between the electric generators and the motors which they supply with power.

Each of the ten elevator heads is driven by a separate 75-horsepower induction motor which can be started and stopped from the first floor. The first story machinery is driven by two 100-horsepower motors, in addition to which the clipper is connected directly to 75-horsepower motor. Two



VIEW OF SHIPPING GALLERIES OF THE SUNSET ELEVATOR, GALVESTON, TEXAS.

ing of ten ladders and platforms, is galvanized throughout, and the covering of the elevator and galleries is galvanized corrugated steel. To prevent possible damage from lightning, the steel covering of the elevator is connected by strips of copper with permanent moisture, thus making the corrugated steel itself a lightning conductor for the building.

About two and one-fourth miles of rubber belt and four miles of transmission rope are used in the entire system. Two of the belts have a length of 1,500 feet each.

The side and wharf belt galleries, the weighman's office, the engine room and the motor tower are all connected with the foreman's office at the end of the elevator and with each other by means of telephones running to a central switchboard.

A station for attaching a portable telephone is located near each loading point in the side gallery, and at each dock spout along the wharf.

The electric current for running the machinery is supplied by three 300-K.W. 3-phase 25-cycle 480-volt alternating current generators. Each of these generators is driven by a 16½-in. and 30½x30-in. direct-connected horizontal cross-compound engine. There is also a 160-K.W.D.C. generator driven by a 15-in. and 23x17-in. direct-connected horizontal tandem-compound engine. The engine room is equipped with a 15-ton traveling crane, capable of

connected directly to a 75-horsepower motor. Two the motor tower on the wharf drive the gallery conveyor system, and an independent motor runs the cupola conveyors.

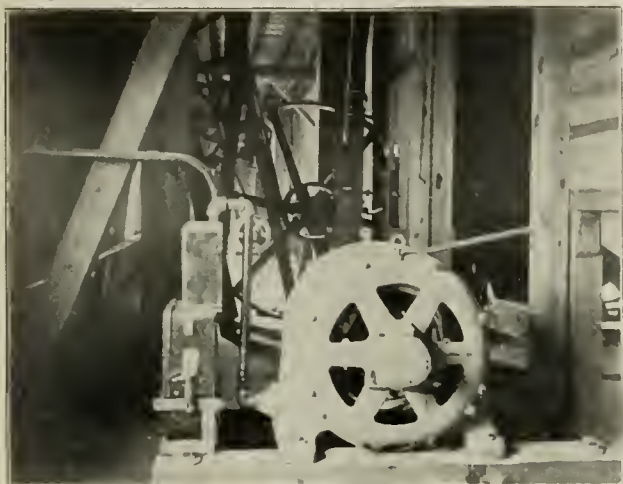
Three arc lamps and 375 incandescent lamps are used to light the power house and elevator.

The house was leased by the J. Rosenbaum Grain Company of Chicago before it was fairly completed, and they have expressed themselves as very highly pleased with the plant. A large grain business through the elevator has already started, and there is every promise that it will increase steadily.

The entire system was built by day labor by the Southern Pacific Company, for whom Mr. Geo. W. Boschke, their superintendent of construction was in charge. Wm. Hood, chief engineer at San Francisco, acted for the Southern Pacific Company. The cost of the work was about \$500,000. The plans and specifications were made by John S. Metcalf Company of Chicago who were also the supervising architects.

Lord Minto, the governor-general, in opening the Canadian parliament on March 12 said that owing to the rapid increase of population in the Northwest Territories and the large area brought under cultivation, the question of transportation of grain to the markets of the world through Canadian channels is occupying much attention, and that a com-





MOTOR FOR DRIVING ELEVATOR HEAD, SUNSET ELEVATOR. mission will be appointed to report upon the whole subject.

### I. & M. CANAL PROSPECTS.

In spite of the efforts therefor of the Chicago newspapers, the Illinois and Michigan Canal will not be abandoned. The canal's record as a rate regulator is in its favor, notwithstanding its poor showing of direct earning powers. Mr. Frank J. Delaney, who two years ago made at Springfield the convincing argument in favor of an appropriation for the canal, recently, to a legislative committee, supplemented that statement of the influence of the canal on grain rates throughout the northern half of the state with a similar statement of regulative influence on rates in the southern half of the state, based on river-and-canal rates. These facts, compiled for the first time by Mr. Delaney, if given the wide circulation they ought to have throughout the state, would do much to relieve the canal from the unfair charge of impotent senility brought against it by its enemies.

It is clear, however, that the I. & M. Canal must be relieved at once of the heavy incubus of the expense of working the Bridgeport pumps in order to keep a navigable stage of water on the surface of the sludge which Chicago's sewers have deposited in the canal since the opening of the so-called "deep cut" in the early '70s—the first attempt by Chicago to solve the drainage problem now supposed to have been solved by the famous drainage canal. In order to do this, the late Wm. Thomas of Ottawa, who for many years of its most active period was connected with the canal as assistant superintendent and superintendent, two years ago offered the suggestion in an Ottawa paper, that a channel be cut near the Sag uniting the Illinois and Michigan and the Drainage Canals. Such a cut could be made at a comparatively slight cost and would enable the I. & M. Canal to divert its traffic to the Drainage Canal for a large part of the distance between Joliet and Chicago and to flood the balance of that level without the use of the costly pumping works at Bridgeport.

The Canal Commissioners, with characteristic lethargy, however, ignored that most timely and practical hint of a method for solving a problem which, if the commissioners had realized their

situation or had taken serious thought of their duty to the canal and to the state, they must have seen, involved the very existence of the canal itself.

Recently, however, when the Drainage Commission went to the Illinois legislature to get authority to annex the Calumet and Evanston drainage districts to that under their present control and to build supplementary canals for the drainage of that territory, they were obliged to ask for authority to cross the I. & M. Canal at the Sag. At this the Canal Commissioners seem to have recovered suddenly from an apparently moribund condition, and, taking advantage of the occasion to assert the rights of the canal and of the state as against the pretensions of the Drainage Commission, which had hitherto gone on the principle of taking everything in sight, have secured an agreement for a reciprocal exchange of benefits that will ensure the continued existence of the old canal as a practicable waterway.

The substance of this agreement is understood to be that the sanitary canal shall cut the state canal at the Sag, and that the entire Illinois & Michigan Canal north of the upper basin at Joliet shall be put out of commission, that is, entirely abandoned, the Canal Commissioners to have the use of the sanitary canal to Chicago, its locks and its new channel to South Chicago through the proposed lateral canal to be constructed by the Drainage Commission to drain the Calumet district.

In return the Canal Commissioners give the Drainage Commission the right to cross the old canal at the Sag, thus virtually destroying it as a waterway.

To carry out the plan, if enacted into a law by the senate and house, it is estimated will occupy not less than three years, the old canal meantime to be maintained in as good running order as practicable between Lockport and Chicago by aid of the Bridgeport pumps.

### PUBLIC ELEVATORS IN CANADA.

The farmers' elevator craze has reached the limit in Manitoba, where a public meeting of farmers held at Moose Jaw, after scoring the "elevator combine" as the "behemmoth" of recent years, "urged and demanded that a new system of farmers' elevators be inaugurated to be operated in the interests and to the advantage of the producers."

This new system for which enabling legislation is demanded, is based on "an annual tax to be levied on all grain marketed or passed through elevators in the West, the proceeds of which tax the farmers would spend exclusively in building said elevators or buying 'combine' elevators."

Last year's estimated crop in Manitoba and the Northwest is 126,000,000 bushels, it is claimed, for the purposes of this scheme; and deducting 50,000,000 bushels for seed, feed and grain otherwise disposed of, 76,000,000 bushels remain to be passed through the elevators. A tax of a quarter cent per bushel on this crop would yield \$190,000, which would build thirty-eight elevators at an average cost of \$5,000 each. And the farmers conclude that "if propitious seasons are vouchsafed to us, with the vast influx of settlers now assured, and the

consequent increased acreage to be put in crop, the ¼ cent per bushel would build 50, 75 and 100 elevators per year, in the next three years respectively, or 1,000 in five years." The tax should, they consider, be spent in the district where collected.

When these various elevators are once in operation government control of them would "ensure that the grain would reach its destination without mixing or shading with softer or inferior wheat."

Taking a hint from President Roosevelt's favorite "trust buster" scheme of "publicity," the farmers named demanded, in the way of "publicity in elevator transactions," that "competent, responsible, trustworthy men examine, certify and publish under oath, the number of bushels received or bought and sold at each elevator and the surplus, if any, over what was bought, with prices paid and received, thus putting a check on weight and dockage and making public the exact amount taken from farmers over and above a fair legitimate profit, and the rake-off ascertained and sold, and the proceeds added to the farmers' elevator fund, it being essential that the vast crops of the West be marketed through elevators."

### A. W. YOUNG, STRASBURG, ILL.

A. W. Young of Strasburg, Ill., is a native of Ohio, but escaped the official lightning that used to strike all good Ohioans and take them to Washington, by coming to Illinois in 1871 with his parents. They



ELEVATOR OF A. W. YOUNG AT STRASBURG, ILLINOIS.

settled on a farm near Strasburg, where A. W. Young lived until the fall of 1893. In that year he removed to town and backed by Gould Bros. of Windsor with ample capital, he built the elevator shown in the picture and proceeded to handle grain.

The business has prospered, and in addition to buying grain, Mr. Young handles also flour, seeds, coal and farm implements as well as vehicles.

His elevator, which stands alongside the tracks of the Bement & Effingham branch of the Wabash Railroad, has 10,000 bushels' storage capacity. It is equipped with a Western Corn Sheller and Separator, a 20-horsepower engine and boiler and the requisite elevating machinery.

### INSPECTING CORN FOR ITALY.

In order to prevent the spreading of the disease prevalent in parts of Italy and known as pellagra, akin to leprosy, but not contagious, and believed to be caused by the use of damp and deteriorated grain, the Italian government has put an embargo on all imports of grain not specially inspected for that country.

On March 20 the Italian consuls at New York, Philadelphia and Baltimore gave simultaneous notice that—

"According to instructions I shall henceforward issue no consular certificates to shipments of corn for Italy without a special report of an inspector appointed by this office."

It is expected that inspectors will be appointed at all our exports for grain by the Consul-General or special arrangements made with existing departments to meet the exigencies of the case. An inspector for New York has already been appointed.



DISTRIBUTING FLOOR, SUNSET ELEVATOR, GALVESTON.



**JOHN E. BRIDGES.**

John E. Bridges, who was recently appointed by President Baxter of the Grain Dealers' National Association to be chairman of one of the committees on new members, is a native of Saline County, Mo., and at present is grain buyer for the Baggaly & Riederer Milling Company of Slater, Mo.

Mr. Bridges, who is about forty-five years of age, has had a wide and varied experience with men and affairs. From a thorough course in applied agriculture, taken on his father's farm, he advanced to a course in the arts at the University of Missouri, which was followed by teaching and several years' experience in mercantile life. One success followed another; but a desire to get at the "real thing" brought Mr. Bridges into the grain business in 1887 as a side issue to his mercantile interests.

Five years later (1893), a bank failure in his town involved his firm, whereupon he organized the Saline County Grain Company, to which his energy and his ability as an organizer and financier brought a large and profitable business.

After two years as manager of this company, he disposed of his holdings of its shares to accept a po-



JOHN E. BRIDGES, SLATER, MO.

sition with the Nelson Grain Company of Kansas City. In 1889 he was offered and accepted his present position as grain buyer with the Baggaly & Riederer Milling Company, one of the largest grain and milling concerns in the central grain belt of Missouri. This company operates several stations, and last year their shipments of wheat alone amounted to nearly half a million bushels.

**A PICTURESQUE FIGURE.**

The suspension of Portus B. Weare and Chas. A. Weare by the Chicago Board of Trade has not destroyed the business of the general stockholders of the Weare Commission Company, but has forced a transfer of its affairs to the Weare Grain and Elevator Company, whose liabilities are guaranteed by P. B. Weare.

Portus B. Weare is one of the most picturesque figures in the commission business in the West. He has always been a pioneer, says the Record-Herald's "speculative gossip."

When a young man he traded with the Indians, or carried mails with the dog teams of those days. In the '50s he was one of the largest operators in the world in skins. At his home in Morton Park in a frame is a single account sale of buffalo skins to the amount of \$1,000,000. He was a competitor in his early days—practically the only American competitor—of the Hudson Bay Company of Canada, and did not lose all the contests between himself and the great corporation. He inherited his pioneering instincts from his father, who, with

Blair of Blairstown, helped to build the Northwestern road through the prairies.

Weare's instincts carried him into the Klondike in advance of almost any other man of means, where he built up a large transportation and supply business.

**TRAFFIC BUREAU AT NEW YORK.**

The committee on freight rates, etc., of the New York Produce Exchange has recommended the establishment of a traffic bureau "to secure fair play" from New York's railways. The subject was placed in charge of a committee consisting of Yale Kneeland and W. P. Callaghan, receivers of grain, Frank Brainard and Evan Thomas, both former presidents of the Exchange, and Geo. Bogert of the flour trade.

The object of the Bureau will be to press the claims of the members of the Exchange for losses occasioned by unreasonable delays in the deliveries of freight brought forward from the West which have prevented delivery on contracts, thus causing heavy losses to those engaged in the corn trade for three months past through defaults on export sales, where corn had been bought at the West and on the way to the seaboard in time for fixed deliveries to certain steamers taken to arrive. These defaults have carried heavy penalties to the seller, who had to pay the buyer his price to be let off and the ocean steamers the freight which could not be relet, and, in addition, sustain the loss of 4 cents to 5 cents on a declining market while the corn was in transit, much of which was en route from one and a half to two months and some of which came in black from heating, thus entailing an additional 3 cents to 4 cents loss.

The railroads denied all responsibility and refused all redress for these losses on the ground that there is a printed clause in their bills of lading releasing them from all claims for delay or fixing any time limit for such delivery.

**ANTI-TRUST LAW CASE.**

A suit of considerable interest to trade associations is one brought at Washington, D. C., under the antitrust law against Ralph L. Galt and others, members of the Wholesale Feed Dealers' Association of Washington.

The complaining witness is John F. Crovo, who alleges that the defendants combined to restrict the retail trade by fixing each day the minimum price at which retailers should sell feed products and refused to supply any retailer who failed to sell according to these prices. Crovo adds that he was engaged in the retail feed business and obtained his stock from the defendants. He claims, however, that when the dealers instructed him to sell his goods at a certain price he refused, and thereupon was reported to the committee of the wholesalers' association. The committee accordingly directed the members of the association not to sell to him thereafter. The members, acting in response to this order, refused to sell the plaintiff supplies to enable him to carry on his business. As a result, the plaintiff maintains that his business was ruined, and he asks damages in the sum of \$30,000, being three times the amount of the actual damage sustained by him.

The defendants filed a demurrer in which they asserted that Crovo's declaration did not allege that they had obtained an exclusive monopoly by the alleged combination, and that the plaintiff might have purchased from others. Chief Justice Bingham of the District Supreme Court, however, held that the averments in the declaration were sufficient to require the defendants to plead to them. The plaintiff, he said, is entitled to maintain action. The demurrer of the defendant was accordingly overruled, and the case will be heard on its merits.

New England is still short of western grain, but is not suffering so much now, owing to the lessened demand that accompanies the opening of spring and the coming of warmer weather.

**A PROGRESSIVE FIRM.**

As a prerequisite to the achievement of its ambition to establish and maintain successful growth, and with it success, the modern business house must be endowed with character, brains and money—these three are its capital. The first conduces toward confidence on the part of the public—the patrons; the second, needless to say, is the "breath of life" to the entire enterprise, without which confidence vanishes like a morning's mist, and the third factor, money, so necessary, when conditions are right, as a vehicle for the execution of all business conceptions, becomes an impotent thing. When these three are combined in one body, and seasoned with a measure of energy and a dash of twentieth-century-ism in business, success is assured.

The group of portraits which illuminate the opposite page is a photographic presentment of the heads of the firm and some of the representatives of Fyfe, Manson & Co., of the Chicago Board of Trade, a firm that within a comparatively short time has established a reputation for the possession of a very liberal endowment of the qualities above mentioned as guarantors of business success, on which foundation stands the attractive superstructure of a large and permanent business, carried on in the name of L. H. Manson & Co.

This name has, however, been lately changed to that of Fyfe, Manson & Co., its present style, though without any change in the personnel of the men who have composed and been with it from its beginning, Mr. Fyfe having been Mr. Manson's silent partner up to the first of this year. He began his career on the Board as a boy and has grown up with and been a participant in the large increase of the Board's business.

Mr. Manson, although he was engaged in the manufacturing business before joining the Board of Trade, had kept in close touch with the grain trade for a number of years, so that the growth of the firm's business may be attributed as well to their personal experience in the grain trade as to their habit of taking strictest care of their customers' interests.

A test of the firm's financial strength was made at the time of the Corn King's failure, when a three-days' run of 10 per cent margins resulted in calling upon them for about \$250,000, which they put up promptly.

The firm has surrounded itself with a large number of very able assistants for taking care of the various details of the business, and its representatives in the Central and Western territory are men who are favorably known from long experience and have wide acquaintance with the trade in the territory covered by them.

With such an organization, both in the home office and of its representatives on the road, the friends of Fyfe, Manson & Co. can see in the future only a continuance of the success that the firm under its old title enjoyed in the past.

**FARMERS' ELEVATOR LEGISLATION IN NEBRASKA.**

The Nebraska legislature has passed a law providing that all railways in that state may be required to grant elevator sites on their rights of way and to construct side-tracks and afford switching facilities for all elevators erected at the cost of at least \$3,000 each. This is what is known as the Ramsey bill, and was a substitute for the so-called Brady bill, which was supposed to embody the desires of the farmers' elevator companies.

The Brady bill aimed to require railroad companies to erect and maintain a side-track, or switch, extending a reasonable length, the outer edge of which shall be at least within four feet of the right-of-way, to any elevator erected at a cost not to be less than \$2,000. It did not require the railways to grant sites on their own property.

This last feature is believed sufficient to make the Ramsey bill unconstitutional, in that it seeks to give a private company, with not even quasi-public functions, the right of eminent domain.



A.W. Lloyd  
ILLINOIS TRAVELING REPRESENTATIVE

F.B. Lewis  
Wheat Trader

H.M. Paynter  
IN CHARGE OF CASH GRAIN

W.M. Christie  
GENERAL TRAVELING REPRESENTATIVE

L.H. Manson

L.R. Fyfe

Roy G. Manson  
CASHIER

Chas E. Slayback  
Solicitor

F.R. Hancock  
WHEAT TRADER

A.J. Helmer  
Corn Broker

E.W. Burdick  
OFFICE CORRESPONDENT

W.E. Vandenburg  
OFFICE MANAGER

Fred Faulkner  
IOWA TRAVELING REPRESENTATIVE

FYFE, MANSON & CO., CHICAGO, AND SOME OF THEIR REPRESENTATIVES.



## ANNUAL MEETING OF GRAIN DEALERS' UNION.

The seventh annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at the Grand Hotel, Council Bluffs, Iowa, on March 27.

President Hunter called the meeting to order at 2:30 p. m. and explained that the business to be transacted was principally in the line of election of officers. The past year he said had been a very prosperous one for the Union. For the first time we can come before you and say that we have not a single controversy in the territory which we cover with but one exception. That is at Galletin, Mo., where we have been but a short time, but we are rapidly organizing that territory. This is the date of the election of officers and I trust that you will select men who will take care of the interests of the Union.

Secretary Geo. A. Stibbens read his annual report as follows:

No doubt nearly all of you are aware that this organization was seven years old on the 19th of the present month; and I am pleased to inform you that we have a larger membership to-day than ever before.

On March 1st we had a total membership of 142. During the year we took in 60 new members on account of having extended the organization farther south in the state of Missouri. The past year there have been seven withdrawals and one suspension, which makes a net gain of 52 members. The membership we have represents 177 stations.

During the coming year we believe the membership can be doubled by thoroughly organizing the grain producing section of Missouri, as we have met with fairly good success in that state and are receiving the support of the dealers and the railroads, as both interests realize it is to their advantage.

During the year just passed quite a number of petty differences have occurred among our members, but I believe to-day the grain trade in Southwestern Iowa is in better condition than ever before, and a state of almost perfect harmony prevails. By attending the meetings you have cultivated a feeling of friendship for your competitors, thereby overcoming that jealousy that existed in years gone by; consequently your views have been broadened and you have become better business men, because you have had the advantages of the opinions of others. If it were not for the various grain associations, your business would drift back in a very short time into the old way of doing things—unprofitable and unbusinesslike. Association work has educated the country trade as well as the people in the terminal markets; but there is a very small element in all the terminals, who would hail the day when these organizations would go out of existence, for under the present conditions they are prevented from practicing fraud. Safeguards have been thrown around the business at the terminal markets by the associations with the assistance of the receivers, but withdraw the influence of the various organizations and you will have an unprofitable condition of affairs.

You will find in this section the grain business as nearly confined to the regular dealers as it is possible to have it, but it has taken a great deal of time and hard work to bring it about, and the success of this Union is due to the support of its members. The harmony prevailing in this territory has been brought about by the co-operation of our members and the support of the receivers and railroads. I think you have all learned that the interests of the grain shippers, receivers and railroads are so closely interwoven that it is simply a good business proposition and every one should understand it is suicidal for one to antagonize the other.

We must not lose sight of the fact that conditions are changing each year; therefore, it will be necessary for the associations to make some changes in their methods in the near future, on account of the drastic state and national laws that are being enacted. In other words, associations must from this time on be conducted in a way that will stand close scrutiny, showing conclusively legitimate reasons for their existence and this can and will be done. It is wise for associations to have as little to do as possible with politics, but circumstances have arisen in the past, and will in the future, when it will be necessary for the grain dealer to take a hand politically to prevent laws from being enacted that will be detrimental to his business. You all remember very well if the grain trade in this state had not stood solidly together there would never have been an amendment to the landlords' lien law. This new law has been in effect less than one year, but has saved the dealers of Iowa thousands of dollars.

It is only natural for the dealers in the country to look at conditions confronting them, and they oftentimes lose sight of the fact that receivers as well as themselves have rights that should not be overlooked; therefore it will be well, on your part, when you are making demands on the receivers, to inquire what you are giving them in return for the protection exacted of them. True, you cannot give business to every receiver, but you can reciprocate to a certain extent. The majority of the receivers support you because they are in sympathy with associations, and they realize that their trade with

the country dealers is on a much safer basis than it was prior to the existence of associations. They also realize that if they have a difference with a country dealer they can arbitrate it instead of going into the courts and spending the full amount of the claim in collecting it.

There are a few "Jack Snipe" receivers in every market that are so short of business and who resort to methods of soliciting business from people who are not regularly engaged in buying and selling grain nor have a dollar invested; but their ideas of justice are so narrow and warped they resort to degrading methods to eke out an existence fraudulently. These are the people who are the enemies of the associations and seek to disrupt them. When you locate the fellows in the terminal markets who oppose the associations, you find the parties who are constantly giving out interviews to the public press with head lines that strike terror to the uninitiated. Their sole aim and object is to breed discord and convey the idea that the grain trade is a big trust or combination. Has it ever occurred to you that this element that is endeavoring to sow the seed of discord throughout the country is trying to form one of the most ruinous combinations ever perpetrated upon a confiding public? They go howling over the country with the full intent of driving out of business every dealer who has his money invested and maintains an open market for the producer every day in the year.

I desire to urge upon you the necessity of dealing fairly with the receivers, as I frequently have small claims referred to me by the commission people against some of our members, and in most of the cases the claims are just ones but refused on some technicality, or on account of an improper understanding of terminal methods. No country dealer can justly refuse to pay a re-consignment charge or an overdraft occasioned by a shortage when furnished with an official weight certificate; yet nearly all these little differences between shipper and receiver are caused by these two things. The receiver acts simply as your agent and is not responsible for this charge, except that it is his duty to use due diligence in caring for the business entrusted to his care.

One reason why you should be square with the receivers is that in the past we have been compelled to ask them to protect your business; and if this organization succeeds in the future, we must have their co-operation; therefore, it will be unwise on your part to cry "fraud" until it has been clearly demonstrated you have been defrauded.

You have met here for the purpose of electing officers for the ensuing year; to conduct the affairs of this organization; but if any mistakes are made on your part in the selection, you alone are to blame, as the greater part of you are old members and should be familiar with what you want. Having been fairly successful for the past seven years, there is no good reason why you cannot continue the good work for seven years longer, and I believe you will.

I would suggest that you change Section 12 of Article 7 of the Constitution to read as follows: "The fee for joining this association shall be three dollars, and the dues shall be one dollar per month for his or their station. In cases where members operate more than one station, the dues shall be fifty cents per month for each additional station in excess of one, and the dues shall be paid quarterly in advance."

In making complaints to the President and Secretary, be careful and give all the facts. Be sure your complaint is well founded. Do not advance the price on the rumor that some other dealer has done so. Use the telephone or write a letter if necessary, before stirring up a fight that will spread to a dozen stations. Believe your competitor and have a friendly talk with him, and nine times out of ten you will be able to adjust the difference.

The financial report of the treasurer of the Union was as follows:

Cash on hand March 1, 1902.....	\$95.29
Membership fees and dues received..	1,521.10
	<hr/> \$1,616.39
Telegrams furnishing members market reports by J. A. Kyle & Sons...	\$127.14
Expense Governing Committee—	
D. N. Dunlap .....	9.89
G. H. Currier .....	6.00
G. R. Jones .....	6.80
J. D. Young .....	11.82
M. F. Hackett .....	8.00
F. M. Campbell .....	4.60
W. W. Albright .....	10.00
Expense as delegates to Peoria Convention—	
J. H. Currier .....	25.00
T. A. Kyle .....	16.18
Dues July 1, 1902, to Jan. 1, 1903, G. D. N. A. ....	50.00
President's salary and expense.....	377.85
Secretary's office expense—	
Stationery .....	\$3.65
Printing .....	38.25
Telegrams .....	3.24
Postage .....	82.50
Railroad and hotel expense.	99.15
Miscellaneous expense .....	3.80
	<hr/> \$230.59
Secretary's salary .....	700.00
	<hr/> 1,583.87
Cash on hand March 1, 1903.....	32.52
	<hr/> \$1,616.39

President Hunter spoke about delinquent dues of members and said that dealers should be careful and have as little trouble in their territory as possible,

as owing to the recently-enacted Elkins law the officers of the association were unable to get the same favors from the railroads as formerly and traveling is expensive. If the dealers make it necessary for the officers to go about settling difficulties it will work a great hardship on the treasury, which would be liable to be depleted.

On motion the secretary-treasurer's financial report was accepted.

Following a motion by Mr. Quinn that the amendment suggested by the secretary in his report be incorporated as a part of the constitution and by-laws, a general discussion took place on the question of each grain elevator in the Union paying a revenue.

C. H. Harris of Bartlett thought the revenue should not be decreased.

The secretary said that any decrease would be offset by assessment on the extra stations.

John Gilmore, Imogene, thought the membership fee should be placed at \$5.00, which would be low at that figure. One could not get into any lodge for that sum. As far as transportation is concerned, he thought the railroads gave the grain men too little consideration. A car of cattle was good for one transportation, but when a dealer ships grain by the carload he gets nothing.

Mr. Gynn said he had been paying dues on more than one station and asked when the rule had been changed.

Mr. Gault said that it was his understanding that a man paid on his one station and on as many of his other stations as he wished to.

The secretary said that there were several members who paid on more than one station, but it was not compulsory, and he felt that the new rule would increase the Union's revenue.

Mr. Harris thought if the station wasn't worth \$1.00 a month to him he had better drop it.

Mr. Harris offered an amendment that each station operated by members pay \$1.00 dues monthly.

John Gilmore seconded the motion in a short speech in which he said that the policy of members should be liberal.

Mr. Gault said that when a man had one elevator that was doing a good business the dues were fair; but some men had three or four houses that did not pay.

Mr. Harris's amendment was adopted.

Names of recent applicants for membership from Missouri territory were voted upon and accepted as members of the Union.

J. T. Johnson of Rockport, Mo., on the topic of millers' buying wheat for the mill, said he believed that it was conceded that millers might pay an extra price at the mill door for wheat for their mill, but in outside territory they should buy of the regular dealers. The conditions were such in his territory, however, that in buying wheat at Phelps, a station five miles distant from Rockport, he could buy from the farmer at a 3-cent premium, but when he bought of the dealer and the grain came by rail, it cost 5 cents premium.

It was thought that the rule should be observed that millers should buy in outside territory only of the regular dealer.

The election of officers was by nominations in open meeting and resulted as follows:

President—D. Hunter, Hamburg.

Vice-president—J. T. Spangler, Walnut.

Secretary-treasurer—Geo. A. Stibbens, Chicago.

The old governing committee was reelected and is as follows: F. M. Campbell, Randolph; J. D. Young, Anita; W. W. Albright, Lewis; G. H. Currier, Prescott; D. N. Dunlap, Fontanell; M. F. Hackett, Fairfax; Geo. R. Jones, Phelps City.

President Hunter and Secretary Stibbens were elected by a unanimous rising vote.

President Hunter made a short speech in which he thanked the members of the Union and said that he would work earnestly in their behalf throughout the year, but that he felt that this would be his last year in the harness, as he had other things which would claim his attention.

W. J. Davenport, Assistant Division Passenger Agent of the Burlington Road at Council Bluffs, made a short speech in which he alluded to the



cordial relations at present existing between the dealers and the railroads in that territory and of the impracticability of allowing Burlington cars to get beyond their lines, as in nearly all such cases it took a year to hear from them again.

Short talks were also made by Mr. Jones of the Burlington and Geo. M. Entekin, Division Freight Agent of the Wabash.

The meeting then adjourned.

#### UNION NOTES.

President Hunter's speech on discord: There is no discord in our territory.

Charles Boynton of Creston was ill, but he sent that box of cigars along just the same.

Floyd Campbell, E. E. Sherwood, C. V. Fisher and George Lyons attended from the Omaha market.

The Chicago firms represented were Rosenbaum Brothers by F. C. Harvey and Irwin, Green & Co. by E. E. Sherwood.

Dealers who do not wish to see their officers coming into town on a tie pass or in a prairie

Hastings; J. E. Chaney, Mossena; L. M. Garman, Glenwood; J. H. Hopp, Hillsdale; Wm. McMahon, Shenandoah; T. E. Cowden, Riverton; F. McBride, Hamburg; T. J. McCormick, Stanton; J. J. Whisler, Farragut; W. F. Shindley, Lewis; John Gilmore, Imogene; E. H. Van Schoiack, Elliott; H. D. Turner, Elliott; N. N. Turner, Cumberland; C. F. Anderson, Pacific Junction; L. J. Consigny, Avoca. The Missouri dealers were: L. L. Teare, Craig; F. G. Fulton, Gallatin; Charles Sawers, Westboro; M. F. Hackett, Fairfax; W. E. Redmon, Wishnabotna; J. T. Johnson, Rockport; George Jones, Phelps; J. M. Scammon, Tarkio; H. F. Kircher, Luray.

### A VIEW IN A BUSY MACHINE SHOP.

The accompanying picture represents the central aisle of the main floor in the machine shop of the Skillin & Richards Manufacturing Company, Chicago. On a busy day, when everyone is working on some hurry orders, each of the four aisles on this floor presents a very bee-hive like appearance,



VIEW IN THE MACHINE SHOP OF SKILLIN & RICHARDS MANUFACTURING COMPANY, CHICAGO.

schooner will be careful about stirring up trouble this year.

C. H. Harris placed in nomination one D. A. Hunter for president and one Geo. A. Stibbens for secretary-treasurer. Who are they, anyway?

The St. Louis market was represented by S. T. Marshall, with G. L. Graham & Co.; C. L. Wright, of J. L. Wright Grain Co.; W. E. Knapp, with John E. Hall Commission Co.; Joseph Norton, with P. P. Williams Grain Co.

S. J. McTiernan, representing the Huntley Mfg. Co. of Silver Creek, N. Y., talked about Monitor Cleaners between sessions, and W. L. Penny said a few words on the gas and gasoline engines made by the Cook Manufacturing Co. of Albion, Mich.

The Iowa dealers present included: G. H. Currier and H. G. Abraham, Prescott; J. W. Berry, Clarinda; J. W. Smith, Lamoni; J. L. Hoke, Sharpsburg; J. Arracher, Shenandoah; Charles Sherret, Wiota; J. W. Shambaugh, Clarinda; P. Danner, Blanchard; R. J. Edmonds, Hawthorne; M. Hennessy, Orient; W. M. Daugherty, Hawthorne; J. D. Young Anita; F. M. Campbell, Randolph; H. G. Sherman, Riverton; G. E. Wilson, Hepburn; H. A. Marsh, Shenandoah; H. Riggs, Kent; J. A. Irving, Anita; C. H. Harris, Bartlett; Charles Davis, Pacific Junction; James Gault, Creston; A. D. Swisher,

and the picture gives a partial idea of the extent of the firm's facilities for manufacturing grain elevator machinery.

The company has just issued a new catalogue which will be mailed on request and which contains a number of features that will be useful to users of power transmission appliances of whatever description.

At a meeting of the Illinois Valley Grain Dealers' Association held at Streator on March 29 it was decided to hold the next regular meeting at Chicago sometime about the first Monday afternoon in May.

The Chief Grain Inspector at Fort William reports receipts of grain at head of the lakes as follows, December 5, 1902, to March 15, 1903: Wheat, 7,665,056 bushels; oats, 303,837 bushels; barley, 84,035 bushels; flax, 45,576 bushels; shipments—wheat, 2,743,425 bushels; oats, 104,673 bushels; barley, 65,206 bushels.

Members of the National Hay Association are making an effort to defeat Senate Bill 92, the purpose of which is to force every consignee of carload freight shipped over any railroad in Illinois to unload the same within 24 hours after the car is placed on the side track at point of destination. The demurrage provided for in the bill is \$1 per car for every 24 hours or fraction thereof.

### PROPOSED GRAIN LEGISLATION IN MINNESOTA.

In addition to Senator Pugh's bill to put the grain inspection and weighing department under civil service rules, and the Burns bill to prohibit bucket-shopping in that state, a bill known as the Rosenwald bill has appeared, the object of which is to fix a maximum freight rate allowable on grain carried by rail between Minnesota points in car lots of 24,000 lbs. or more, said rates ranging from 5 cents per 100 lbs. for distances of 50 miles or less to 14½ cents for distances between 525 and 575 miles.

Another bill provides for the assessment of grain stored in warehouses or elevators on May 1 of each year. The bill contemplates that the tax shall be paid by the elevator operator, who may recoup himself from the real owner—if he can find him.

Still another bill provides that elevator operators must pay farmers for the screenings and dockage at a rate equal to not less than one-third of the amount paid for the grain itself. Failure to do this would make the operator liable to fine of \$25 to \$1,000, or imprisonment.

A bill to prevent the stealing of grain from cars provides that the sweeping of cars shall be prima facie evidence of guilt, unless the accused can prove that he is the owner of the property or an employe of the railroad.

The house adopted a resolution providing for the appointment of a committee to investigate the Minneapolis Chamber of Commerce and the charge that the regular commission of the Chamber is 1c per bushel on all grain sold on its floor. The committee appointed was Peterson, Smith and Kelley, who "investigated" behind closed doors.

A bill introduced by F. H. Peterson of Moorhead would require railroads to allow the shipper thirty-six hours from the time the car is stationed for loading. The present law allows twenty-four hours, after which the shipper is required to pay demurrage.

### MORE CANALS IN CANADA.

Sir Wilfrid Laurier, premier, has committed the Canadian government to the French River Canal scheme, which, at a cost of \$25,000,000 to \$30,000,000, would give Canada a new waterway via Georgian Bay, French River and Ottawa River to Montreal, being the shortest water route from the lakes to Atlantic tidewater.

Sir Wilfrid, according to a correspondent of the Chicago Tribune, favors development proceeding simultaneously on the railways and canals, and in the east, as well as the west, and sets his face against proposals first to develop the western section as desired by members from western Ontario, Manitoba, and the Northwest Territories. He holds it useless to spend money in pushing on the deepening and widening of the waterways in the lake region until the facilities of the ocean shipping ports are sufficiently increased to handle the traffic brought down.

In the meantime it is proposed to build a new transcontinental line from Quebec to Winnipeg, crossing the provinces of Quebec and Ontario far north, but well within the fertile belt, with branches to existing systems.

The Grand Trunk also is seeking a subsidy to aid in the construction of its proposed transcontinental line, planned to be built north of the existing C. P. Ry. line.

The grain shovelers of Buffalo have been granted an increase of wages, the adjusted rate being \$2.12½ per 1,000 bushels, except between 6 p. m. Saturday and 7 a. m. Monday, when the rate is \$3.12½; for net grain, 35c per hour.

The New York Produce Exchange grain committee has adopted the following officials schedule for grain in carloads for the remainder of 1903: Wheat, 975 bushels; corn, 1,050 bushels; oats, 1,500 bushels; barley, 1,125 bushels; rye, 975 bushels; malt, 1,500 bushels; buckwheat, 975 bushels; flaxseed, 1,000 bushels; peas, 800 bushels.



**F. C. HARVEY.**

It is a wise policy that many receivers have adopted of selecting their traveling representatives from the territory in which they are expected to work. The advantages are obvious, especially when the traveler is also a native and so thoroughly conversant with state conditions as is F. C. Harvey of Grand Junction, who represents Rosenbaum Brothers of Chicago in the state of Iowa.

Born and raised in Iowa, and for ten years directly connected with the grain business as a country buyer at Grand Junction, as a member of the firm of Harvey Brothers, Mr. Harvey, on selling out his local interests, took a position with Rosenbaum



F. C. HARVEY, GRAND JUNCTION, IOWA.

Brothers, and has since been their state representative.

Although when he began traveling for the firm two years ago, Rosenbaum Brothers had a large Iowa business, it has been materially enlarged by Mr. Harvey, who is personally very popular with shippers in his state, who find his own efforts to serve them ably supported by the home officers in every way possible.

**FOR EXTINGUISHING FIRES.**

Any means of checking a fire in its incipency should be of interest to millers, as the record of mill fires shows that in the majority of cases the fire could have been easily extinguished had it been taken in time. In this connection the power of ammonia as a quencher of fires is worthy of comment.

In one instance, according to the National Druggist, where fire had originated probably from spontaneous combustion, in a pile of several tons of cotton seed, and the interior of which was almost a solid body of live coal, a half gallon of ammonia completely smothered the fire. In another, which occurred in Savenay, France, the vapors of a tank containing fifty gallons of gasoline caught fire. The room was instantly a mass of living flames, but a gallon and a half of ammonia water thrown into it completely and almost immediately extinguished the fire. The ammonia was in a glass demijohn in an apothecary's shop next door and was thrown into the room by the druggist as an experiment. To use his own words in reporting the circumstance: "The effect was instantaneous. Torrents of black smoke rolled upward in place of flames, and in a moment every trace of fire was gone. So completely was the fire extinguished that workmen were enabled to enter the room almost immediately, where they found the iron tank of gasoline intact."

The cost of ammonia is not great and millers and others could afford to buy the stuff in quantities sufficient to make a strong solution of ammonia water, which, however, would have to be confined

in receptacles which would not permit the odors to escape.

**THE SHRINKAGE OF WHEAT IN STORE.**

NO. II.

Prof. Clinton D. Smith in a bulletin of the Michigan Experiment Station recalls the fact that over twenty years ago Dr. Kedzie pointed out that there was a slight loss in weight between complete ripeness and the stage in the ripening of the wheat called "dead ripe." Experiments since that time both at the Michigan station and elsewhere have confirmed Dr. Kedzie's conclusions. This loss, be it remembered, is not the loss in the shelling of overripe grain, but is an actual loss of weight in wheat that is overripe. The amount and quality of the flour from wheat that is overripe are inferior and the germinating vigor of the grain itself is less than if the wheat had been cut at an earlier stage.

This has only an incidental bearing on the shrinkage of wheat in store; but it shows that the weight of the grain will vary after it is ripe, even before it is separated from the parent plant.

Some years ago Prof. Hilgard of the University of California made some exhaustive experiments to test the actual amount of gain or loss in weight in stored grain due to the fluctuation in the moisture content of the air. The dried grain was spread out in a very thin layer upon a small table, standing in shallow water and covered with a bell jar. To make the air within this space as nearly saturated as possible, filter paper dipping into the water below, extended near the grain but not touching it. The whole was kept at a temperature of about 64.4 degrees Fahrenheit and the grain was weighed from time to time in a corked flask to prevent loss during the weighing.

Under these circumstances it was found that the grain would continue to absorb moisture and increase in weight from 12 to 18 days, the absorption being accompanied by an increase of bulk; but this increase of bulk was not measured. The gain in weight from such absorption was as follows: In 18 days oats gained 19.8 per cent, barley 20.4 per cent, and in 14 days wheat gained 18.8 per cent.

In all cases the increase was very rapid at first, then slower and slower until about the thirteenth or fourteenth day when a sudden increase occurred due to the development of mold caused by the great amount of moisture present. Nearly half the total increase occurred in the first twenty-four hours.

Another experiment of Prof. Hilgard was the exposing of air-dry grain to an absolutely dry atmosphere (artificially produced, of course), at the same temperature as in the other experiments, 64.4 Fahrenheit, and for the same period of eighteen days. The loss at first was very rapid, then slower and slower, but continued the whole period, amounting in the eighteen days to 9.3 per cent. for oats, 7.8 per cent for barley and 6.2 per cent for wheat.

Prof. Wm. H. Brewer summarizes the results of these experiments of Prof. Hilgard as follows: "According to these determinations, perfectly dry grain (artificially dried), exposed to a saturated atmosphere at a temperature of 64.4 degrees F. (18 degrees C.) for 18 days, will increase in weight as follows: Wheat, 25 per cent; barley, 28.2 per cent; oats, 29.1 per cent. As the temperature of the interior of that state in summer is about 83 degrees F., experiments were made with dry grain at that temperature; and as the temperature increased, the amount of moisture thus lost in the given time also increased. Wheat dried in an artificially prepared atmosphere, believed to be about as dry as that which naturally occurs at harvest in the interior valleys of the state, led to the belief that the wheat cured there in the field at harvest-time becomes nearly as dry as it would in an absolutely dry air, and, 'on transporting to a temperate climate, may possibly increase 25 per cent, while a gain of 5 to 15 per cent may be looked for with almost absolute certainty.' The profit of this gain in weight accrues to whoever owns the grain when the absorption is going on."

It must be borne in mind that the experiments were conducted in a climate essentially different from that of the larger portion of our country and that the grain used in the experiment naturally contained less moisture than similar grain elsewhere.

[TO BE CONTINUED.]

**T. STRANDNESS.**

The career of T. Strandness of Bristol, S. D., is typical of the Northwest—still a "land of promise" for those who have the ability to get on in a country that offers rich rewards for the men who know how and are not afraid of work. Mr. Strandness arrived in Bristol on May 17, 1883, with just money enough in his pocket to pay the fees for filing a homestead claim. Proving up the first year, he spent the next clerking in a local store, until September 1, 1885, when he bought a small stock of general merchandise and started in on his own account, adding to his stock from time to time by investment of his profits.

In 1890 he added farm machinery to his line. This proving successful, he sold out his line of merchandise in 1895, continuing the implement business until August, 1896, when he sold out that also and put his capital into the Bank of Bristol, of which he is still owner.

Mr. Strandness' first venture in the grain business was made in the fall of 1888, when he built a small grain house in the town of Butler. In 1899, however, he began to take up the business in a systematic way by buying the elevator of Douglas & Co. (May 1, 1899) at Butler. Since then he has



T. STRANDNESS, BRISTOL, S. D.

extended his line of houses as follows: July, 1899, built an elevator at Lily, S. D.; 1900, built an elevator at Bristol; November 26, 1901, bought an elevator at Putney, S. D.; May 1, 1902, bought an elevator at Bradley, S. D., and is at present negotiating for three more elevators. Into each of these houses he put a large grain cleaner and a 3-pair-high Wilford Feed Mill and otherwise all are well maintained. At each station also he sells coal and wood. In January, 1903, he still further enlarged his operations by the purchase of the Bristol Roller Mill.

This is a good showing for twenty years, with plenty of opportunities ahead for a man whose career has put him in close touch and sympathy with the farming community with which he is surrounded.

James R. Burgess, of Port Huron, Mich., has invented a grain storage tank and pneumatic conveyor which forces the grain forward or will turn it over by conveying it from the bottom of the tank to the top. The tank is made of sheet steel and is cylindrical in form with hoppers bottom.



## SAMUELSON &amp; NELSON.

The elevator shown in the accompanying picture, together with the working plans therefor, was designed by S. B. Samuelson, senior member of the firm of Samuelson & Nelson of Hiawatha, Kans., and it has served as a model for the firm's houses at Knox, Nebr., and Oneida, Kans., also. Although comparatively new houses, they have been in use long enough to thoroughly test their quality and merits; and the owners say they do not see how

The foundations of the elevator are of rock,  $4\frac{1}{2}$  cars of large stones and  $1\frac{1}{2}$  of smaller sizes being used. The crib construction was used to the height of 31 feet above the foundation, using 2x4's. There are nine bins, two on each side of the working floor extending to the bottom of the elevator and three built over the driveway. All bins are hopped and, except the shipping bin, which is seldom used except for storage purposes, empty into the hopper scale in the pit.

The dump is double, and will hold about 1,500

the cupola, which will also send grain to the cleaner, to the lower distributing spout or to a spout leading directly to the car. A 1,000-bu. car can be loaded with either corn or wheat without any shoveling to trim the car.

The office is connected with the driveway and also with the engine room, so that one man is able to do all the work usually requiring two men when the office is detached or there is shoveling to be done in the car. The weighing in is done on an 8x14-ft. platform Howe Scale.

The power used is a 7-horsepower Howe Gasoline Engine. The shaft is located above the driveway and has tight and loose pulleys, the cleaner being connected by belt, while the elevator leg is driven by chain. The elevator cups are 6x11-in. Salem, set 16 inches apart on a 12-in. belt. The back leg is built on a gradual curve, but in such a manner that there is no friction on the leg, either from the belt or the cups.

The firm's elevators at Knox, Nebr., and Oneida, Kans., are built from the above model and are identical with it, except that these houses have 6-horsepower Fairbanks Gasoline Engines and Fair-



ONE OF THE GRAIN ELEVATORS OF SAMUELSON & NELSON OF HIAWATHA, KANSAS.

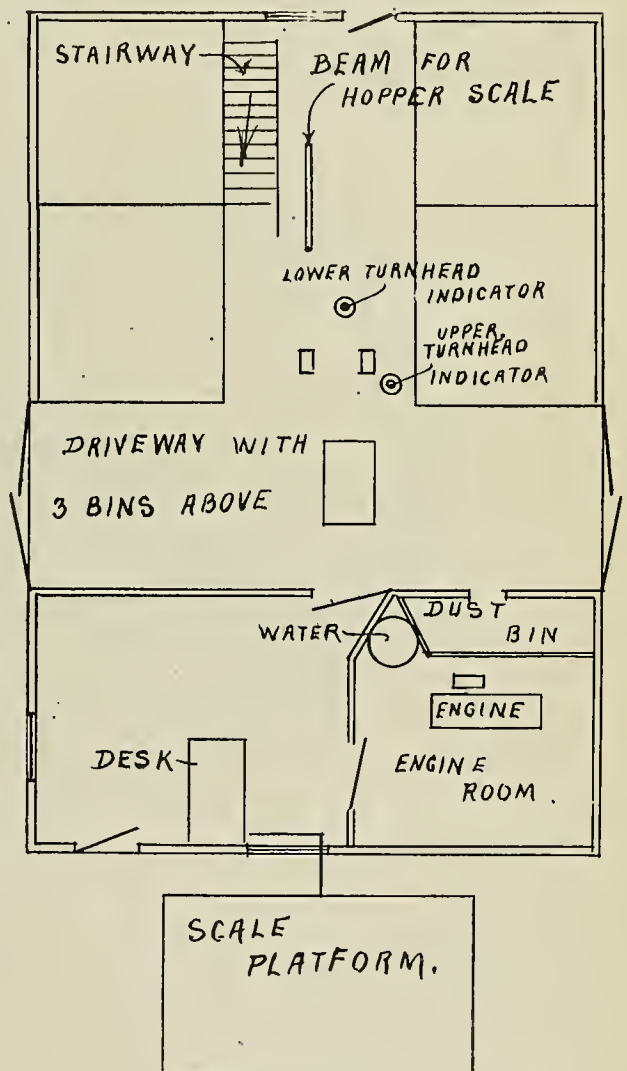
they can be improved upon for every day use at country stations.

The model house is 26 feet square, with an addition 12x26 feet in size for office and engine room.

In making the pit, it was dug 17 feet deep and large enough to give a space  $8\frac{1}{2} \times 15\frac{1}{2}$  feet inside after the stone wall was built. At the end of the pit, under the elevator leg, it is  $2\frac{1}{2}$  feet deeper, in order to give fall for a 300-bushel Howe Hopper Scale, which empties directly into the boot and has its beam on the working floor. The scale is set low enough to be filled from every bin in the house.

bushels. The driveway is almost on the ground level. The cribbing is covered with common siding and two coats of mineral paint, one having been put on before the siding was nailed to the building.

The cupola is 18 feet high and built with 2x6's for studding, well braced on the inside and covered with drop siding and two coats of paint. It has two stories, the upper containing a No. 1 Corn-wall Corn Cleaner, below which is a Burchard Distributing Spout to throw the grain into any one of eight bins or directly to the car when loading. The ninth bin is filled from a turnhead at the top of



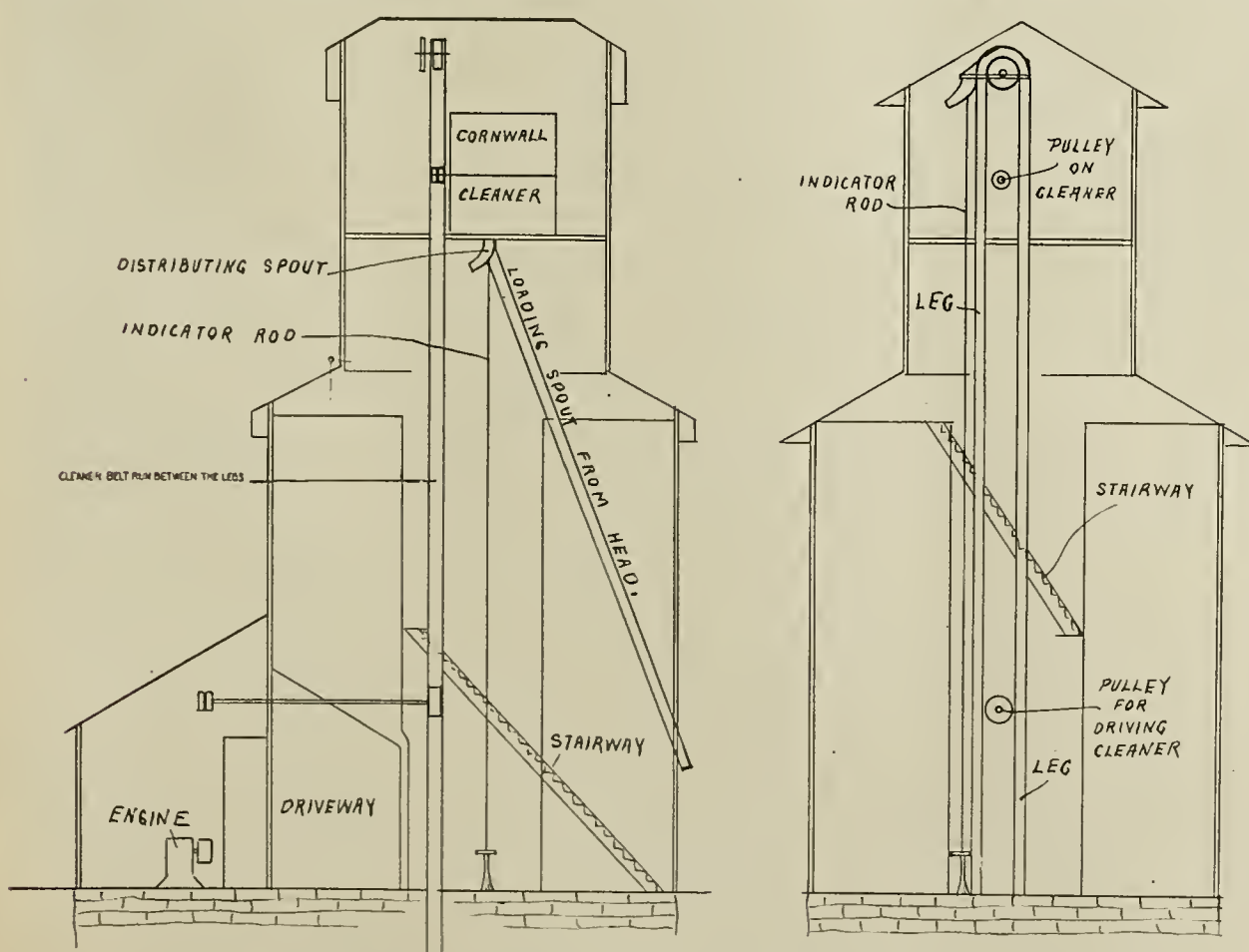
PLAN OF WORKING FLOOR, S. & N. ELEVATOR.

banks Scales. The Oneida house has also a countershaft, placed 30 feet above the ground floor, for running the leg and cleaner. Four of its bins are flat bottomed.

The capacity of these houses is 13,000 bushels each.

Messrs. Samuelson & Nelson operate four stations,—at Hiawatha, Kans., Mapps Switch and Knox Switch, Nebr., and Oneida, Kans., the Hiawatha office being headquarters from which the operations of the other houses are directed.

Although the experiment stations last fall said the soft corn of Iowa had, chemically, the same fattening value as the ripe, dry corn, the experience of feeders appears to demonstrate the fact that it will not fatten cattle, all the same. What to do, therefore, with soft corn is a conundrum worthy the attention of the most ingenious; in fact, as a farm contemporary says, "the man who shall conceive and demonstrate a process whereby it can be utilized to advantage will certainly have a warm place in the hearts of at least those who have experienced the misfortune of losing their crop in this manner."



SIDE AND END PERSPECTIVES OF SAMUELSON & NELSON'S ELEVATOR.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### WELL PLEASED WITH IT.

*Editor American Elevator and Grain Trade:*—We received your February number and are well pleased with it. Enclosed find one dollar for a year's subscription.

Yours very truly, THE RUDDICK CO.  
Gregory, Mo.

### ATTEMPT TO BURN AN ELEVATOR.

*Editor American Elevator and Grain Trade:*—An attempt was made to burn our elevator at Brandon, S. D., on the night of March 11th. Some party, or parties, put a bundle of straw under the house and set fire to it, but in some manner it went out without doing any material damage.

We are joining the Winona Fire Insurance Company in offering a reward of \$500 for information leading to the arrest and conviction of the party who attempted to burn the house.

Yours truly, W. S. M'LAUGHLIN,  
Minneapolis. Mgr. American Grain Company.

### OUTLOOK FINE IN KANSAS.

*Editor American Elevator and Grain Trade:*—Our association held the most successful meeting of its history in Kansas City last week, and we are starting out the new year with the brightest prospects.

The Kansas City Board of Trade is working in perfect harmony with the Kansas Grain Dealers' Association, and our request for a reform regarding the re-inspection of grain was complied with very promptly, and Kansas shippers feel very grateful for this treatment. The grain trade of Kansas is on a better basis than ever before, and we feel sure that the agitation adverse to our association throughout the state is on the decrease and will soon be a thing of the past.

Yours very truly, L. CORTELYOU.  
Muscotah, Kans.

### McCUMBER BILL NOT PRACTICABLE.

*Editor American Elevator and Grain Trade:*—Senator McCumber's bill proposes to create a national system of grain inspection under the control of the Agricultural Department. At first glance, a uniform inspection throughout the country sounds well; but I hardly think it at all practical, nor do I see any occasion of a change, as the inspection of the leading markets of this country is as near uniform as it would likely be under a national inspection. One market coming in competition with other markets has a natural tendency to make the inspection practically uniform for exporting purposes; but local conditions must be met, which, I think, would be handicapped by having a national inspection requiring all markets to be uniform under all conditions at all times. I think it would complicate matters rather than simplify them.

Yours respectfully, W. H. GOODDING,  
St. Louis. Chief Inspector of Missouri.

### OPPOSED TO NATIONAL INSPECTION.

*Editor American Elevator and Grain Trade:*—Referring to Senator McCumber's bill, proposing to create a national system of grain inspection under control of the Agricultural Department, I will state that I am decidedly opposed to national inspection.

This is a matter of deep concern to the commercial exchanges, and they should lose no time in giving the subject careful consideration. I feel satisfied that they are opposed to any such change. In my opinion, efficient inspection is a profession, acquired after years of experience; and the placing of such an important function in the hands of men not qualified for same, although possessing a political pull, would work a hardship to the export grain trade.

I would not have it inferred that such would be

the case, but it might be; so I am in favor of "letting well enough alone."

Yours, truly, R. M'MILLAN.  
New Orleans.

### DOES NOT FAVOR ANOTHER BOARD OF TRADE.

*Editor American Elevator and Grain Trade:*—I am not in sympathy with the new Board of Trade movement at Kansas City, as I believe the stronger the one that is there can be made the better it will be for the country shipper.

We have received good treatment in the past couple of years.

Yours truly, J. C. ELVIN.  
Harper, Kans.

### NATIONAL INSPECTION NOT PRACTICABLE.

*Editor American Elevator and Grain Trade:*—In regards to Senator McCumber's bill proposing a national system of grading grain, I do not think it would be practicable, as there are too many private elevators at the terminal points where they do not allow the inspectors to inspect the grain until after it is loaded into cars; and in the case of loading vessels, the inspectors are obliged to inspect the grain on the vessel.

I have attended the meetings of the National Chief Grain Inspectors and I find the grades of contract grain about as uniform as they could possibly be expected to be.

Yours respectfully, M. P. HUTCHINS,  
Ex-Chief Inspector Detroit Board of Trade.  
Detroit, Mich.

### THE McCUMBER BILL ANALYZED.

*Editor American Elevator and Grain Trade:*—In reply to your request for an opinion on Senator McCumber's bill, proposing to create a national system of grain inspection under the control of the Department of Agriculture, I may say that after a careful reading of the bill I have formed an opinion adverse to it; and perhaps I can make my views clearer by taking up the bill by sections and giving reasons why the bill will not, as it stands, meet the demands of the interstate grain trade.

Sec. 1 provides that the Secretary of Agriculture shall organize a bureau of grain inspection, and gives him the power of appointing a Chief Inspector for the United States, who may have had only *three years' of practical experience*. In my opinion this is very much too short a time to school a man for this position; furthermore the salary proposed, \$2,000 per annum, would not procure a man with a knowledge sufficient for such an important position. And it would seem to me that after the appointment of the necessary chief deputy inspectors for all the leading grain markets of the United States, and the appointment in turn of their sub-deputy inspectors, etc., that the last man in the string would have just cause for complaint regarding the amount of his salary, if salaries were paid upon a proportionate scale, using the chief's salary as a basis.

Sec. 1 also provides that the inspectors are to receive for their services the money collected from fees for inspections at the places where their services are performed. This, it seems to me, would fail to provide sufficient remuneration in some cases and create a surplus in others; and I would suggest that a sinking fund would much better meet the needs. The fees for the inspection could be turned into this fund from all sources, and the bills paid from it.

Sec. 2 provides that the inspector shall hold his office subject to the rules of civil service and give bond for the protection of the United States, and that each deputy inspector appointed by his chief shall likewise hold office under civil service rules and give the required bond. This I consider a very good feature of the bill.

Sec. 8, in connection with Sec. 3, provides that inspection may be waived if the consignor of the grain or his authorized agent shall so direct, and that it shall not be required nor made necessary when the grain is consigned to the owner, his authorized agent, to a mill or private storehouse or for deposit in a special bin, or a public warehouse,

or, the purchaser consenting, to a purchaser thereof, or if sent to a market where the usual customs of trade recognize sales by samples. From this section, it seems to me that the inspections would be at the option of any handler of the grain, as I consider the section broad enough to cover the grain at any point where it might be found. With this fact before me, I cannot see that there would be sufficient fees collected to maintain a bureau of inspection so as to meet the expenses which would inevitably be incurred; and thus the department would not be self-sustaining.

Sec. 3 makes it the duty of the inspectors and their deputies to inspect any car "of grain which at the time of the inspecting and grading of the same had been shipped from any state, territory or country other than the state, territory or country in which the same is inspected, or is intended for shipment into any other state, territory or foreign country, before the same is unloaded from the car or other vehicle in which the same was or is being transported." From the portion of the section just quoted, it would seem that the bill was intended to apply strictly to interstate grain trade.

I would criticize this portion of the bill, together with Sec. 6, which provides that the Secretary of Agriculture shall establish and fix standard grades and classifications, setting forth such grades as are necessary to improve the usages of the interstate grain trade. I think I would criticize this portion for this reason, that in the market where grain is unloaded and placed in store, perhaps to remain there from thirty to ninety days, or even longer, the grades must be established with that fact taken into consideration, and are necessarily more stringent than the grades in a market where grain is turned over for consumption daily.

In support of what I have just said, I would draw attention to the grading of grain in Kansas City and Chicago markets, where there are large stock yard interests which demand the daily consumption of large quantities. In these markets corn grades from one to two grades higher, on account of this immediate consumption, than the same corn would grade in a market where it would have to be stored for an indefinite period. This same criticism would apply to all other cereals.

There is practically a small amount of grain inspected in this market which, under this bill, would not be interstate grain, as a great deal of grain is received from other states which is shipped here for the purpose of unloading and cleaning for shipment to some other state; and a great deal of grain, which is raised in this state is shipped here and stored and later shipped out of the state. It will readily be seen that the amount of grain consumed within the boundaries of any one state is small in proportion to the amount of grain raised in and shipped out of that state. Thus I would say that this bill would apply to the greater portion of all grain which is raised in the United States, and that to undertake to establish uniform grades throughout the United States would work an injury in more cases than it would confer a benefit.

Another objection to this, it seems to me, would be the delay which would necessarily attend an undertaking of this magnitude.

Sec. 9 requires notification by the common carrier to the inspector of the arrival of grain over its lines within twenty-four hours after its arrival; but with the option of the owner, consignor or authorized agents of either, or the purchaser, of waiving an inspection, it will consume time. With these facts considered, I think it would not be possible to put this grain upon the market to be disposed of without a considerable delay.

I might state other reasons for my adverse opinion of this bill and substantiate them by comparison with the workings of our state department, which has become well known, but I prefer to refrain from so doing at this time. I understand that a general discussion of the merits of the bill is what is desired before it is finally passed, and I have given you these ideas with this in view.

I may add that it is my opinion that no system of interstate grain inspection will prove a success unless men are procured who are thoroughly quali-



fied and are paid such salaries as the character of their services demand, and that the inspections be made absolutely compulsory.

Yours truly, J. N. BARNCARD,  
Chief Deputy Inspector of Minnesota.  
Minneapolis, Minn.

#### UNIFORMITY THROUGH NATIONAL INSPECTION.

*Editor American Elevator and Grain Trade:*—Referring to Senator McCumber's bill proposing to create a national system of grain inspection under control of the agricultural department, my opinion is, if we ever have uniform inspection of grain in this country it has got to be under a central head. Great strides have been made in the last two years by the Chief Grain Inspectors' National Association. The one great trouble is, however, that the inspectors are not all their own masters. Some are appointed by states, some by boards of trade and all are certainly under the control, more or less, of their creators. The only solution it seems to me is national inspection.

Respectfully yours, C. T. PROUTY,  
Kingfisher, Okla. Chief Inspector of Oklahoma.

#### NEW ORLEANS EXPORTS.

*Editor American Elevator and Grain Trade:*—Referring to the statement of the clearances of grain in bushels through the port of New Orleans during the month of March, I am again pleased to say that the exports of wheat and corn show a large increase, compared with those of March, 1902 and 1901, to-wit: March, 1903, wheat, 761,529.30; corn, 3,560,341.39. March, 1902, wheat, 576,476; corn, 168,080. March, 1901, wheat, 1,723,076; corn, 2,030,959. Of the total shipments of 4,321,870 bu. during March, 1903, the inspection department of this Exchange passed upon 4,146,728 bu., or practically all the grain with the exception of 175,142 bu. of corn.

New Orleans leads all United States ports in the exports of grain and cotton, as is shown by the enclosed statement. For the eight months ending February, 1893, the totals are as follows:

New Orleans .....	22,010,657 bu. of grain.
New York .....	17,317,121 bu. of grain.
Baltimore .....	15,404,248 bu. of grain.
Galveston .....	14,726,719 bu. of grain.
Philadelphia .....	9,683,013 bu. of grain.
Boston .....	6,844,658 bu. of grain.

Yours truly, FRED MULLER,  
Secretary M. & M. Exchange.

#### THE POSITION OF ILLINOIS GRAIN DEALERS.

*Editor American Elevator and Grain Trade:*—The enclosed circular letter was sent to members of the Illinois Grain Dealers' Association. It was not thought necessary to publish it in any other manner; but as the Chicago press has printed erroneous statements regarding it, I shall be thankful if you can find space for it in full.

Very truly yours, H. C. MOWRY,  
Forsythe, Ill. Sec'y Ill. Grain Dealers' Assn.

*To the Regular Grain Dealers of Illinois:* I have noticed articles in several of our leading papers of the state, and have also received clippings from other papers. These articles are nearly all bearing upon the difference between the regular and the irregular grain dealers of Illinois; and many of them contain statements that are far from the facts in the case.

You represent the regular grain dealers. Your offices are opened every working day in the year. You are ready at all times to buy from 10 bushels to 10,000 bushels, thus giving the farmer a chance to change his grain into money at any time. When there are no cars to be had, you fill your cribs and elevators to their full capacity with grain; nearly all your elevators are in that condition now. You search the country over for the best market to put this grain, and whenever the railroad can furnish a few cars, they are loaded at once—put in by one train, taken out by the next. You have to have a large capital invested to do your business in this way. You have to lose heavily on account of damaged grain, and most of you have to have a good credit and pay a large amount of interest to keep your business floating in this way. The most of you have paid out at each local point from \$5,000 to \$25,000 for buildings. The interest money, the wear and tear, insurance and taxes, amount to a large sum before you turn a wheel or pay a man.

All of this great outlay is for holding and loading freight for the railroad company, and to be ready at all times to accommodate the farmers in your vicinity.

This certainly does not justify the railroad or farmer in conspiring in any way to injure you; rather, the railroads ought to pay you for holding that freight for them.

You are the regular dealers. Now about the irregular dealers.

There are men over the state who call themselves shippers, who pay no taxes, support no elevators, hire no men except just when they are loading; in fact, are of no benefit in any way to the communities. Their capital stock consists of a cloth apron and two scoops. This class of so-called shippers we call scoopers.

There is still another class, acting under the control of a few designing receivers who fail to get any trade from the regulars, and who, therefore, go about the state stirring up the farmers, and succeed in making some of them believe that they have been badly wronged by the regular grain dealers. This class usually form a union; then some of them put in a few dollars capital each, that they never expect to see again, or do not care to, and go to work handling grain against the regular dealer. In most cases before doing this, they pledge the farmer on  $\frac{1}{2}$  cent a bushel penalty to sell only to the co-operative elevator.

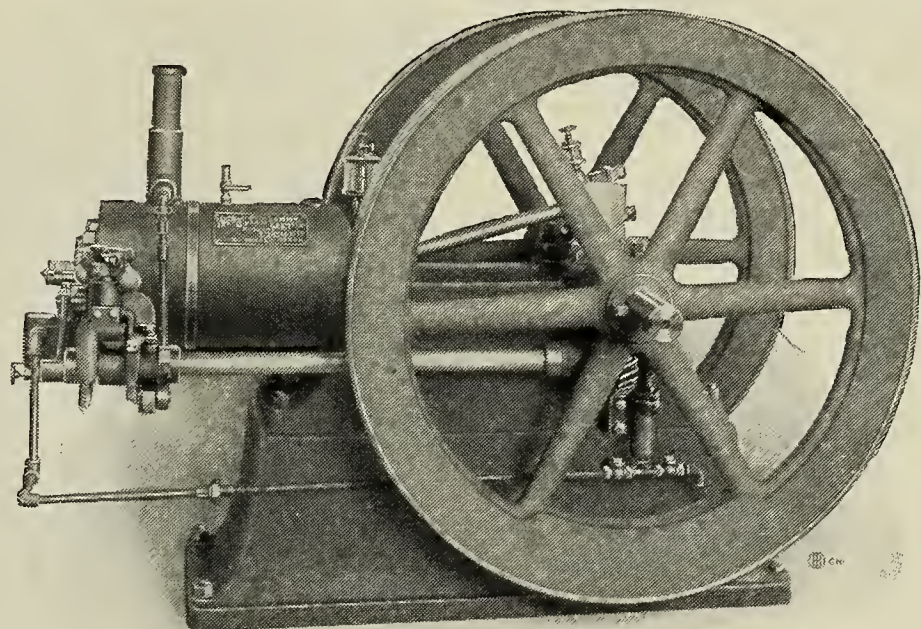
While these co-operative elevators have rich men that own some of the stock, these rich men are not responsible personally for anything that may happen. Now, these co-operative elevators with their  $\frac{1}{2}$  cent penalty attached are what we call "un-

in the last eighteen months than sold out during the previous five years. Another thing I know, that a few local grain men have made a big pile of money in the last few years, but they made their money just as and at the same place that Armour, Gates and others made their money; but they made little or none of it from the farmer; and while a few have made money on the Board, I know of a very large number that have been wrecked and ruined. That is one reason that so many have sold out. Keep clear of the Board unless you have to hedge.

H. C. MOWRY,  
Forsythe, Ill., March 17, 1903. Secretary.

#### A NEW DESIGN GAS AND GASOLINE ENGINE.

With the recent removal of their main offices and salesroom from the factory at Sheffield, Mo., to 613 Delaware street, Kansas City, Mo., the Weber Gas and Gasoline Engine Co. also placed on the market a new design for a five-horsepower gasoline engine which is shown in the accompanying illustration. It is at present what the company calls the culmination of its nineteen years' experience in gas and gasoline engine building and is especially designed for the grain elevator and mill trade. It is built on the interchangeable plan and on liberal lines to withstand hard, continuous service. The pattern is the old reliable horizontal type, with forged



NEW DESIGN WEBER GAS AND GASOLINE ENGINE.

recognized," for the regular dealer cannot recognize those that are conspiring against him.

The officers of the Illinois Grain Dealers' Association were called before the Railroad and Warehouse Commissioners of Illinois a short time ago, and there were charges made that our association had worked against the irregulars to prevent them from selling their grain. Now, there was no truth in this allegation whatever, and the commissioners became so convinced. I do not know what individuals may have done or said, but the state association recognizes the right of all parties who have anything to sell to sell to whom they please. We have no  $\frac{1}{2}$  cent penalty attached to anything. We also recognize the right of buyers to buy of whom they please.

Now, while we recognize these rights, haven't we the same rights? And where receivers are co-operating with those who are endeavoring to injure our business by pledging men not to sell to us, we certainly cannot consistently sell our grain to that class of receivers.

We are ready at any time to work in harmony with all regular dealers, whether co-operative or not, and have several of those co-operative elevators in our association. But I certainly believe the regular standby grain dealer firms ought to be considered in a very favorable light by both railroads and farmers.

There has been a wrong impression created by these city disturbers, and that is that grain men have made large amounts of money. This impression is a very erroneous one. From 1890 to 1896, the local grain men made but little money, if any. From 1896 to 1902, the prices ran generally in favor of the local dealer, as the prices would begin low in the market and advance. Therefore, the local dealers have done a little better than in the previous years. The next five years may be either in favor or directly against the local dealer. One thing I do know, that more local grain men have sold out with-

steel crank, gun metal boxes, and sensitive governor by which the speed of the engine may be varied while running. It has a perfect and simple gasoline mixer, underground tank and pump system. The valves are of steel of the poppet type and have an abundance of water space around them.

The manufacturers claim that the engine is amply strong and that no amount of additional metal could possibly increase its strength.

#### WISCONSIN INSPECTION BILL.

The committee on state affairs of the Wisconsin senate, in charge of the Superior bill for state grain inspection, on March 24, reported adversely to the bill, recommending its indefinite postponement on the ground that the bill would interfere with interstate commerce and is so arbitrary that it would make it almost prohibitive for one with moderate capital to engage in the grain business without becoming a public elevator or public warehouse man. It also seems to deprive the small dealer of the privilege and opportunity of engaging in competitive business with those controlling great capital. The bill would farther make it impossible to engage in Superior in the grain cleaning and mixing business in competition with Duluth and Minneapolis.

Three days later a substitute was offered which would permit mixing of grain and enable private elevators to be operated at Wisconsin terminals, under regulations governing the drying and cleaning of grain in them.

The friends of Superior now expect to begin a fight for their scheme on the floor of the house.



## ANNUAL MEETING OF THE IOWA GRAIN DEALERS' ASSOCIATION.

A large attendance and an unusual interest in the two days' program were salient features of the third annual meeting of the Iowa Grain Dealers' Association, which was held in Our Circle Hall, Des Moines, Iowa, on April 2 and 3, 1903.

President J. A. King of Nevada, Iowa, called the first session to order at 2 p. m. April 2, and after expressing his pleasure at seeing so many dealers present and voicing the hope that they would find the meeting a profitable one he read his annual address, from which we take the following:

I am strictly opposed to a Grain Dealers' association being a secret organization for selfish purposes; self-preservation is an accorded right. We are legally advised that what one may lawfully do singly, two or more may lawfully agree to do jointly; thus if conditions arise in the grain trade that are antagonistic to the members of this association, it would be lawful for the members to act jointly to overcome such antagonism, provided such action of itself were not illegal.

To-day nearly every line of business maintains an association for the advancement of the common interests and the protection of those engaged in that particular line of business. The general public is yet somewhat inclined to look upon organization with more or less suspicion, believing the only purpose is to control values; and is not sufficiently informed regarding conditions to realize that such associations may secure results that contribute to the public welfare. We are living in a progressive age. The individual is losing his identity in the business world, and natural laws seem to require a service in promoting economy in business affairs that can be supplied only by the association of many for the purpose of providing the force necessary to success.

The farmers and the public should be interested in having the channels of the grain trade so well constructed that there may be a minimum of expense and wastage, and an absolute protection against bad methods and abuses. They are certainly benefited by having uniform and stable methods of conducting the business of buying grain at local markets; by having the best possible means of transportation in the distribution of the grain products of the farm; and by having the methods at the terminal or central points of distribution well organized to prevent loss and waste.

The grain dealer naturally figures the element of loss and waste in computing his margin of profit; and, with improved methods at local markets, improved methods of transportation and improved methods at terminal markets, he requires a less margin on which to do the business and is thus enabled to give the farmer a higher value for his grain. The difference between the profits realized by an experienced grain dealer with the benefits arising from association influences at terminals and the profits realized by one without such experience and influence, may easily amount to a good margin of profit for the experienced dealer. Statistics show that comparatively few succeed in accumulating money in any line of business, and this has no doubt been equally true of the grain business in Iowa.

While the bidders and receivers at terminal markets are, as a rule, friendly to the country shipper and give him fair treatment from an individual standpoint, it is no doubt true that they do not all exercise as much interest and diligence as they might in improving the bad methods and abuses existing in the terminal markets. While it is true that the methods of handling grain at terminal markets have been recently greatly bettered, quite largely because of association influences, I am satisfied there is yet a large stealage of grain in railroad yards because of inadequate police protection; that some terminal elevators are too anxious to have an average in tonnage at the end of the year, and that in such cases, if the elevator weigher can catch the public supervisor inactive, advantage is taken of the opportunity to steal on the scales.

The system of inspection of grain at terminals is far from perfect and the country grain dealer, as well as the farmer, suffers because of abuses in this department. The fact that the inspection of grain at most of the important terminals is by politicians is sufficient to condemn the system, and civil service should be adopted in that department by every state that controls the inspection of grain. There is not a farmer in territory tributary to a market in which the inspection of grain is by political appointees, who does not suffer indirectly to a greater or less degree by the faulty system of such inspection.

There is now a bill before the legislature of Illinois to secure civil service inspection in that state, and there never was more urgent need of practical work by a grain dealers' association than there is at this time in Illinois to secure the passage of that bill.

It is possible that in the near future there may be a radical change in the manner of inspecting grain. The Agricultural Department of the government is making investigations that may result in a uniform and scientific method of inspecting grain. If the department shall succeed in the discovery of a system of inspection, by the use of apparatus designed for the purpose that is accurate and reliable, grain dealers will undoubtedly gladly accept it. A reliable method of inspection whereby the quality and condition of grain would not be dependent on the judgment of men, would be a great benefit to the country and of inestimable service to dealers in grain.

If all the bidders and receivers in the terminal markets were making the best efforts possible to improve the methods of handling grain and correct existing abuses, there would be less need of association work. I am satisfied there are some firms which do give attention to these needed reforms and are earnestly working to that end. There are other firms which are indifferent about the matter. They sit in their office in easy chairs behind the certificate of weights and inspection as their protection, feeling satisfied because the country shipper, like Jones, "pays the freight." There are, I believe, other firms who are in such a position that they prefer rather to have some bad method and abuses in existence, because it gives an opportunity to "skim off a little cream" with a "hidden hand."

A certain grain commission merchant was heard to make the remark recently that he preferred to do business in Missouri, rather than in these states where grain dealers' associations are well organized, because he could make more money out of the farmer-shipper and scoopers than out of the grain dealers who are identified with grain dealers' associations in other states. How would he do this except by "skimming off some cream" or taking advantage of "ways that are dark" to the farmer and scooper? The influence of association work has effected great improvements in the methods, and the correction of many abuses at terminal markets, but there is much yet to be done in that field.

There are some grain dealers operating elevators in this state who are members of this Association who do not seem to educate themselves as they should regarding their business, neither as to methods of conducting their local business, nor as to being informed in regard to terminal matters. If such dealers would correspond with the secretary more regarding these matters, getting the benefit through

point committees of resolutions and on nominations. These committees, the chair said, he would appoint later.

Lee Lockwood made a motion, which was carried, that all resolutions be referred without reading to the committee on resolutions.

PROF. HOLDEN ON SEED CORN.

President King introduced Prof. P. G. Holden, of the Iowa State Agricultural College, who spoke upon corn judging and seed corn. After alluding to his work in Illinois in connection with the Illinois Grain Dealers' Association, Prof. Holden said:

The grain dealer comes into close contact with the farmer and is in a position as is no other to benefit the state in the way of securing better results through giving greater care to the selection of seed corn. If we realize that over one-fourth of the acreage of the state is planted to corn and that over 1,000,000 bushels of seed corn are used, the importance of good seed corn is apparent. The yield for the state should be between forty and fifty bushels instead of an average of thirty-two as at present. I shall tell you that by giving careful attention to our seed corn last year, with which we planted 7,000 acres of land, we made an increase of twelve bushels per acre.



SOME OF THE GRAIN DEALERS PRESENT AT DES MOINES, IOWA, ON APRIL 3, 1903.

him of the experience of other dealers, they would add much to their knowledge of the business. A grain dealer should be something more than a mere freight handler for a railroad company. He should do an intelligent business of merchandising grain. Often times the grain dealer does not have the confidence of the farmers and the public, and the farmers and the public even go so far as to advocate the idea that the grain dealer who invests from \$3,000 to \$10,000 in elevator property that continually needs repairing, wears out quickly, and requires, perhaps, as much more money as working capital, is an unnecessary toll-taker and should be disposed of, notwithstanding the fact that when a new railroad opens up a new station and builds a new town, the railroad, the merchant, the banker, lawyer and doctor all want a grain market to give support to their line of business. About as soon as the new town becomes established with merchants, bankers, lawyers, etc., they usually pass an ordinance requiring transient peddlers of merchandise to pay a license to protect the merchants, and proceed on the other hand to encourage all kinds of ruinous competition to force the grain dealers who have invested money in elevators to work without profits.

It is true there are two sides to this proposition. The grain dealers may have taken unreasonable margins, but the facts concerning such cases will show, however, that the public as a rule is not properly informed as to whether the grain dealer took unreasonable margins or not. And such agitation usually occurs at stations where dealers have maintained the least margins, but they simply get to feeling antagonistic toward the grain dealer, and believe that a fight between grain shippers brings additional business to the town. It is possible that the grain dealer is at fault many times, even though he may not take unreasonable margins, because he has failed to use proper tact in conducting his business.

Motions by Mr. Moorehouse and Mr. McFarlin respectively were carried directing the chair to ap-

It is also possible to grow corn that will yield more starch, more oil, more protein, etc.

First, you should discourage the importation of seed corn. There are only a few well fixed standards of imported corn, and there are but few varieties of corn that can be transferred from one soil to another; in fact, sometimes corn will not do well if transferred even from the uplands to the lowlands. Corn does not behave well in regions far from that where it has been growing. There is a great deal of expense connected with breeding corn. When we breed we record in our pedigree book the size of ears, length, number of kernels, number of rows, and, in fact, the smallest details. All this costs money.

There are, however, other things to be considered. In the seed business there are a few dealers who practice fraud. When you ask for corn in the ear these dealers say that it is all shelled. Then when you get your seed corn you don't know what you have, as very often several varieties come out of the same crib. It is, therefore, important that you buy your corn in the ear so that you can tell what you are getting. It is better, however, to secure corn in your own neighborhood. One reason that you have been sending so much corn to the Chicago market that will not grade No. 2 is because you buy seed in Illinois that will not mature in Iowa. If, however, you wish to experiment with foreign corn, we can supply Reed's Yellow Dent, which it



would be well to use and also to join with your neighbors for a similar experiment to see what can be done with it.

Another thing for the farmer to observe closely is the size of the kernels, so that his planter will drop them properly. A hill of corn with one stalk never does as well as a hill with two stalks. A good stand is a necessity, and it is the poor stands that keep the average yield down to thirty-two bushels to the acre.

The elevator man should keep a sample of seed corn on hand and by securing different varieties he can gradually increase the quality of his home grown corn. The seed corn should be kept in drying sacks, and those ears only chosen for seed which have well filled butts and tips and are uniform in size and shape. The ears should also be chosen with regard to evenness of rows and kernels of uniform size. The kernels at the tips and butts of the ears should be shelled off and not planted. It costs something to hand-pick corn, but as one bushel will plant about seven acres, it can be readily seen that it pays to do it in order to increase the yield.

A germinating test should be made about the middle of April. For this purpose about fifty or one hundred ears should be selected and two or three kernels taken from each ear for the test. If the germinating test shows 94 per cent, or above, the seed will be in good condition. A simple method of testing the seed is to fold up about fifty kernels between layers of wet paper, and put it in a common cigar box. It is well also to place some moistened pieces of paper in the bottom of the box, as well as on top, so that it will not dry out. After the corn has been sorted, shelled and tested, it should be placed in sacks—about three pecks to a sack—and hung in a dry place where it can receive a thorough circulation of air.

On the completion of Prof. Holden's address the meeting adjourned.

#### THURSDAY EVENING SESSION.

The evening session was called to order at 8 o'clock by Vice-President M. E. DeWolf of Laurens, who announced that the session would be opened by a vocal solo by Charles Osik of Chicago.

Following Mr. Osik's song the chair appointed the following committees:

On Resolutions—A. Moorehouse, Lee Lockwood, A. J. Zingree, George A. Webster, E. A. Fields.

On Nominations—M. McFarlin, J. L. Patten, J. E. Jackson, J. J. Liquin, P. A. Cummings.

George A. Stibbens, Chicago, secretary of the Grain Dealers' National Association, then read a paper in the subject, "A View from the Terminal Standpoint."

"Improved Methods at Kansas City" was the subject of an address by W. C. Goffe of the Kansas City Board of Trade.

E. S. Tompkins spoke upon the subject, "Improved Methods at St. Louis," and told how these improvements had been brought about.

#### CORN GROWERS' ASSOCIATION AND THE DEALER.

The chairman introduced George S. Forest of Miles, Iowa, secretary of the Corn Growers' Association, who said he did not come to the meeting to talk but to become acquainted. Your officers, he said, have my thanks and also the good wishes of the Corn Growers' Association. It is with the co-operation of your association that we will be able to make a showing next year for our great state. The Corn Growers' Association was formed with the purpose of inducing the farmers over the state to improve their seed corn so that it would give No. 2 or better. We do not run in opposition to the grain dealer but we wish to produce the crop for you to sell. We also want the farmer to sell more corn to the feeders, but the large crops which we expect to raise will leave plenty for the grain man. Now we want to ask you to help us a little. It was suggested to you by Prof. Holden that you offer premiums for the best crop. In my township I offer premiums in each school district. I furnish seed to the farm boys and they bring in their results. If after you become enthused over Prof. Holden's speech to-morrow and wish to donate towards our

premium contest at Ames next January, I will be glad to have you do so.

Upon request of Mr. McFarlin, a statement was made by J. W. Radford, of Chicago, on what the state legislature of Illinois had done to promote corn breeding throughout the state through appropriations for that use.

Mr. McFarlin thought the Corn Growers' Association backed up by the Iowa Grain Dealers' Association might secure an appropriation to be spent in promoting corn breeding, from the Iowa Assembly.

Secretary Wells read a paper written by H. A. Foss, chief weighmaster of the Chicago Board of Trade, who was unable to be present.

The meeting then adjourned.

#### FRIDAY, SECOND DAY--MORNING.

There was no regular session on Friday morning. Prof. Holden explained the corn judging contest and the manner of judging corn and the morning was consumed by dealers in expressing opinions as to the seed value of the ears of corn which had been brought to the meeting.

The awards of the judging contest were subsequently made as follows: To H. L. McCombs, Des Moines, Iowa, first prize, \$15.00; W. R. Taylor, Aiden, Iowa, second prize, \$10.00; W. J. Milhaem, Miles, Iowa, third prize, \$5.00.

#### FRIDAY AFTERNOON.

President King called the meeting to order at 2:30 p. m.

Secretary Wells read the minutes of the last annual meeting, which were approved as read.

Secretary Wells then read his annual report as follows:

It is impossible for me to give you a report as Secretary of this Association that will give you a complete idea of the details of the work that has been done or of the results accomplished. The Association has now become so well organized and its members have become so much better acquainted with the methods and policy of the work, that there are positive good results that simply develop because of the mere fact of the existence of the Association. The Iowa Grain Dealers' Association today maintains an influence and a prestige with the trade and at the same time commands the respect of the grain trade of the entire country and the general public as well; and this is all because of the fact that our work has been conducted with a strict regard for good principles, upon which we may stand openly before the public at all times.

This Association is absolutely free from any dominating influence or selfish interest, and your officers have given you an administration that has been positively impartial in every detail. As Secretary I have used my best efforts and all my energy to secure for each member all the protection possible that is consistent, keeping in mind at all times the law, the public and the general good of the membership. I have also endeavored to give to the members all information possible that might be of interest to them, such as crop reports, stock reports, conditions at terminal markets and any other information that I might obtain. As you are probably aware, you receive letters regularly from my office on the last day of each month and also on the 10th day of each succeeding month, it being the idea to put out the circular letters of inquiry especially on the last day of the month, and in case of making up tabulated reports relating to such inquiries, to mail them to members on the 10th.

Membership.—This Association was organized in April, 1900; and your Secretary began his work May 15th following without membership and without funds. On April 1, 1901, our membership included 701 elevators; on April 1, 1902, 793 elevators; and to-day we have 890 elevators in good standing, with all dues absolutely paid in full and not a single delinquent member on the books. There are about 1,200 elevators in the territory covered by this Association; and I presume that about 150 of them are located in territory where the grain shipping business is so small that we can hardly anticipate securing their membership. This leaves only about 150 elevators that we may reasonably expect to add to our membership in the future. Practically all of these are enjoying continually the benefits of the prestige, influence and work of the Association, and should become members. You will thus note the rapid and substantial growth of our membership.

Finances.—The Treasurer's report shows a cash balance on hand of \$2,427, besides office fixtures, \$282, making total assets of the Association to be \$2,709. The April assessment was passed according to resolution adopted at last annual meeting, assessments having thus been made for only eleven months at 70c per elevator during the past year; and, considering the increase in cash on hand, this would show an actual cost of about 59c per elevator for maintaining the expense of the Association. The manner in which our members have paid their dues is to be highly commended, as we have not put out any second notices of dues except during the last quarter. This would certainly indicate the high standard of the character of our membership, and also the solidity of the organization.

Arbitration.—The arbitration committee has had very little to do during the past year. Five cases have been considered and one of them was appealed to the National arbitration committee. There have been, however, quite a number of differences referred to me, in which I have been able to secure an adjustment between the parties. It is a noticeable fact that there are fewer complaints as between shippers and bidders or receivers since the adoption of arbitration by this Association; and I am sure that our members who are inclined to act unfairly in such matters are aware that they must submit to arbitration and that they cannot afford to have the reputation of refusing to arbitrate such differences.

Most of the differences seem to come from two sources: First, because of carelessness in making trades; second, because of sharp practice or taking advantage of technical points in making trades. I have noticed that there are a few country shippers who seem inclined to "hold up" the bidder, or receiver, for small differences when they know that they are not wholly in the right, believing that the expense of a suit will be so much that the bidder, or receiver, will balance accounts rather than be at the expense of the suit. I have also noticed that bidders and receivers are sometimes inclined to overreach in these matters; and there is no question but that the very fact of the existence of the Association, with its arbitration rules, is a strong influence to prevent the occurrence of these differences.

During the last month I wrote a circular letter to about 200 bidders and receivers asking for complaints against our members, and I received replies from a large number of them and not a single complaint was offered.

Terminal Markets.—We have been continually using our influence with the different boards of trade at terminal markets, and also with local receivers for the improvement of methods and correction of abuses. The different boards of trade have always given us their most courteous official consideration and recognition, and we are invited by every one of these exchanges to suggest and confer with them.

Dissemination of General Information.—During last season we published a crop report. It was not the purpose originally to make up crop statistics but merely to give a monthly report of crop conditions as furnished me by the members, using the average of all the reports of each district as a basis for each district separately. I believe our system is good but that we can improve on the accuracy of the report with experience. Our monthly report of the stocks of grain in country elevators seems quite satisfactory as showing the tendency of the dealers to accumulate or reduce their holdings, comparing each consecutive month or by comparison of same months of each year. We are getting these reports from about half of our membership, as a rule, but we should get reports from three-fourths of them.

Our work of giving out circular letters of information on different matters seems to be increasing and we do not give our members as much of this matter as we might do if our time and facilities would permit. As you know, we frequently put out blank letters of inquiry; and we find there are certain members who do not respond to them—I presume partially because of indifference and, possibly, to some extent, because they do not feel interested in the particular matter referred to. I wish to state to such members that you are simply throwing cold water on your Secretary; and if you wish to have him succeed in his work you should co-operate by giving attention and making replies to such inquiries.

In General.—The work of our Secretary is not exactly like the work performed by any other living man. He must, to a large extent, so far as details go, stand or fall alone, as there are no precedents and no rules by which he may be governed. In exercising the influence and prestige of the Association, he finds himself facing the largest commercial interests of the country, also the public at large, and "boy's play" or inconsistent action will not win out results. He sometimes starts off with some idea that he imagines will benefit the members, only to see his efforts going off in thin air, and he feels like he had been indulging in a "pipe dream." He simply must "grind away," first, to invent his propositions, and then to work them out.

This Association has been fortunate in having a president and governing board who have so ably assisted in outlining the policy of the Association; and I desire to express my hearty appreciation of their assistance. You have also been fortunate in having so able and competent an arbitration committee; and I also desire to express to them my personal appreciation of their services. I also desire to acknowledge the kindly disposition of the members toward me and of their general co-operation in the work.

In closing, I venture to make the assertion that there is not in existence to-day so large a body of representative business men in one organization that can show a better record of honor and business integrity than the members of the Iowa Grain Dealers' Association.

On motion by Mr. De Wolf the report of the secretary was adopted.

Secretary Wells read the treasurer's report.

On motion by Lee Lockwood the treasurer's report was adopted.

#### MUTUAL FIRE INSURANCE.

The Chair: There was a committee appointed about a year ago to investigate and make a report



on the subject of mutual fire insurance. Is the committee ready to report?

Mr. De Wolf, chairman, reported that the committee, after careful investigation, had found the insurance field well covered with a number of reliable mutual insurance companies and recommended that the question be dropped. The report was adopted.

#### RESOLUTIONS.

The report of the committee on resolutions was read by A. Moorehouse and adopted as follows:

Resolved, That the action of the Kansas City Board of Trade is highly commendable, in the improved methods established during the past year in that market; and the members of the Iowa Grain Dealers' Association hereby voice their appreciation of the adoption at Kansas City of the rule that settlements for grain passing through that market for interior points shall be made on Kansas City weights and inspection; and of the rule that re-inspection or rejection of any grain sold in that market must be demanded by one o'clock p. m. of the day next succeeding the purchase; also the establishment of a thorough and competent supervision of weights in that market.

Resolved, That we note with much satisfaction the efforts being made and the good results accomplished by the Merchants' Exchange of St. Louis in the improvement of the conditions of that market relative to weights and inspection of grain; also in regard to the railroad terminal facilities.

Whereas, The membership of this Association, although now large, does not include all the active and prosperous dealers in this territory, there being a little more than one hundred such not in the fold; and

Whereas, All grain dealers in the territory covered by this Association are receiving the benefits of the organization, whether members or not; and

Whereas, We believe each and every grain dealer should be willing to assist in the expense of carrying on the work of benefit to himself, therefore,

Resolved, That we invite each of those one hundred or more grain dealers to join this Association, and urge all of them to affiliate as members with us.

Whereas, The Members of the Iowa Grain Dealers' Association are large patrons of the Illinois grain markets and pay large sums annually for the support of the inspection department at these markets, the appointments in which are now made for political reasons and not because of fitness or merit; many years of experience having taught us that this method never has and never can produce equitable, fair and just inspection of grain; therefore, be it

Resolved, That we most heartily commend the efforts now being made by the National Grain Dealers' Association, the Illinois Grain Dealers' Association, Boards of Trade and the general grain trade of Illinois to secure the adoption of a law applying real civil service rules as embodied in House Bill No. 1 as originally adopted to the Illinois Inspection Department; and we most earnestly urge that the sincere and active efforts now being made be continued until the desired result is secured.

Whereas, There is opportunity for great improvement in the kind and quality of cereals now being grown in the state of Iowa, particularly in the corn being raised; and the improvement that may be so made, if accomplished, will add millions of dollars to the income from the farming land in the state and result in large benefit to the people; and

Whereas, The Iowa State College of Agriculture, the Iowa Corn Growers' Association and this Association are now making an earnest, united effort to bring about such improvements; and

Whereas, The actual expense of carrying this work to a successful conclusion is too great to be expected from individual contributions; therefore,

Resolved, That the members of the Iowa Grain Dealers' Association in Annual Convention assembled, on April 3, 1903, respectfully request the next legislature of Iowa, and urge the members thereof, to make an appropriation of a sufficient sum to successfully carry forward this good work already begun, that instead of being as now, that better grains are being produced in other states than are grown in this state, it may be said of our agricultural products, as well as in respect to other things, "of all that is good Iowa affords the best."

Resolved, That the members of the Iowa Grain Dealers' Association note with pride the high rank attained by the Iowa State College of Agriculture and Mechanic Arts; and we congratulate the people of the state on the excellent work being done by that institution in the interest of the advancement and improvement of all branches of agriculture;

That we believe the prominent place given by it to matters pertaining to agriculture, and the energetic and capable manner in which those matters have been carried forward in recent years, have been a very important factor in placing the college in the distinctive position it now occupies, second to no other of its character, as well as being of inestimable value to the agricultural interests of the state;

That we regard the agricultural feature of that institution of so much importance and benefit to the people of Iowa that we commend the prominent and active continuance of that part of its work and respectfully request the board of trustees to so act in the election of a president for the college to fill the existing vacancy that the person so selected will be in entire accord with that feature of the

college work, and use the influence of that office in its favor.

Whereas, It is well understood that the natural inclination in business is toward large profits; and

Whereas, The object of this organization is not for the purpose of maintaining excessive margins or fixing prices; and

Whereas, The producers of grain are entitled to a fair and equitable price for the produce they offer for sale; therefore,

Resolved, That the influence of this Association as an organization should be directed toward the payment of as high prices for grain by its members as are consistent with reasonable business success, and that margins greater than are necessary to cover the expenses of conducting the business and leave a fair and reasonable compensation should be discouraged.

Whereas, It being reported that the health of one of our charter members, Mr. B. A. Lockwood, is considerably impaired, necessitating his removal to a Southern climate; and

Whereas, Much of the success attending our work is traceable to his active and judicious work and timely and wise counsel; now, therefore, be it

Resolved, That an expression of our profound sympathy be extended to him, over the signature of our President and Secretary, conveying our sympathy and esteem, with our sincere best wishes for his early and complete restoration to health, home and friends.

Milligan, Jefferson; Philip Dietz, Wolcott; S. J. Claussen, Clear Lake.

President King said: It is generally well to pass the office of president around so that different members can have the honor. Personally, I would have been pleased to have had some one elected in my place, but I assure you that the election of myself for the fourth term is a compliment which I appreciate. I can say for all your officers that it has been our desire to so conduct the affairs of the Association that no one could find fault with them. I thank you again for the compliment expressed to me by my reelection.

On motion by M. T. Russell the meeting adjourned *sine die*.

#### SOUNDS FROM THE WAVING CORN.

Iowa can't get out of it—it must raise more corn.

Can you tell a red cob in white corn without shelling it?

The Kansas City Market sent Wallace C. Goffe of Goffe, Lucas & Carkener.



THE CLEVELAND BRICK GRAIN STORAGE TANK IN COURSE OF CONSTRUCTION.

Whereas, Through the untiring efforts of our very efficient Secretary, Geo. A. Wells, and our able President, J. A. King, the work of the Iowa Grain Dealers' Association has attained a degree of perfection never expected, and our membership has reached a number which includes the name of practically every progressive grain dealer of the territory covered by our organization; therefore, be it

Resolved, That we tender them a rising vote of thanks as a mark of appreciation of their efforts in behalf of the grain trade of Iowa.

Resolved, That a vote of thanks be tendered to Mr. W. C. Goffe of Kansas City, Mr. E. S. Tompkins of St. Louis, Mr. Geo. A. Stibbens of Chicago, and Mr. Geo. S. Forest of Miles, Iowa, for their interesting and instructive addresses; also to Mr. Osik of Chicago for his vocal entertainment.

The resolution referring to Mr. B. A. Lockwood was acted upon separately and having passed by a unanimous vote the secretary was instructed to wire the resolution to Mr. Lockwood at his southern address.

In reply to an inquiry from Mr. Lockwood the secretary said that arrangements would be made by the Association to give a trophy at the corn judging contest to be held at Ames.

#### ELECTION OF OFFICERS.

Mr. McFarlin read the report of the committee on nominations, which was adopted as follows: President, Jay A. King, Nevada; vice-president, M. E. De Wolf, Laurens; governing committee, E. J. Edmunds, Marcus; E. L. Bowen, Des Moines; D.

Williams & Fitz-Hugh Co. of Memphis, Tenn., was represented by S. M. Bray.

Fred Faulkner was disqualified at the corn judging contest. He only brought two ears.

Prof. Holden was assisted in his demonstrations by W. A. Linklater and G. I. Christie of Ames, Iowa.

The Iowa Seed Co. of Des Moines, Iowa, had a very attractive exhibit of seeds shown in connection with the corn brought to the meeting.

Prof. Holden expects to see all the dealers at the corn exhibition and contest given by the Iowa Corn Growers' Association at Ames next January.

Railroad representatives were L. F. Berry, general agent of Chicago & Northwestern Railway; E. H. Caswell, division freight agent of the Chicago, Rock Island & Pacific Railroad.

The Weare Grain Co. established a booth at the hall in charge of Miss Mable A. Flory, with telephone connections to the down-town office, from which the markets were reported during the sessions.

The Des Moines dealers included M. McFarlin, Leo Lockwood, Capt. M. T. Russell, R. W. Harper, C. E. Hunter, L. K. Deal, W. L. Shepherd, H. L. Hancock, E. S. Blaisdel, J. M. Brown, L. Warren, A. C. McKnight, C. A. Tower, H. C. Moeller, T. F.



Brennan, J. H. Chambers, C. E. Giles, C. H. Slack, J. W. Cheek, C. H. Casebeer, M. C. Hobart.

Omaha sent George H. Lyons, with Charles Councilman & Co.; W. E. Ward, with Weare Grain Co.; W. G. McDougal, representing Armour Grain Co.

From Minneapolis there was C. A. May, secretary of the South Minnesota and South Dakota Grain Dealers' Association and J. J. Quinn, with the Great Western Elevator Co.

The machinery element was looked after by S. J. McTiernan, representing the Huntley Mfg. Co. of Silver Creek, N. Y., and A. J. Pratt, representing the J. Thompson & Sons Mfg. Co. of Beloit, Wis., manufacturers of the Thompson-Lewis Gas Engine.

A useful souvenir in the shape of a paper clip was distributed by E. C. Butz with the compliments of Rosenbaum Brothers, Chicago, and O. C. White, with H. Hemmelgarn & Co., Chicago, gave a very handsome leather card case and notebook to the dealers.

The delegation from St. Louis included G. L. Graham and S. T. Marshall, of G. L. Graham & Co.; E. S. Tompkins; T. C. Taylor, representing Brinson-Waggoner Grain Co.; R. H. Wheeler and Wm. Bates, representing Daniel P. Byrne & Co.; J. A. Overstreet, representing Connor Bros. & Co.; R. E. McClellan of Eaton & McClellan.

Chicago came out with a good delegation. Firms and representatives were: Gerstenberg & Co., by A. Gerstenberg and F. L. Landers; Fyfe, Manson & Co., by L. H. Manson, Fred Faulkner and W. M. Christie; Ware & Leland, by George B. Ehle; The Calumet Grain and Elevator Co., by Frank K. Glick; Rosenbaum Brothers, by E. C. Butz and H. Harvey; F. E. Winans; H. Hemmelgarn & Co., by O. C. White; Pope & Eckhardt Co., by J. W. Radford; J. Rosenbaum Grain Co., by H. H. Ray; Lasier & Hooper, by J. J. Fones and E. A. Pope; Weare Grain Co., by E. Weare, E. G. Brown and J. F. McKenzie; Nash-Wright Co., by D. W. Burry; Armour Grain Co., by W. G. McDougal; J. P. McKenzie, by Charles Osik; Bartlett, Frazier & Co., by C. G. Case; Neola Elevator Co., by C. D. Dillon; Geo. A. Stibbens, secretary of the Grain Dealers' National Association.

Among the Iowa dealers present were: P. R. Peterson, Badger; Jay A. King, Nevada; S. C. Brickey, Stillson; Otto Gangstead, Badger; P. H. Donlon, Emmetsburg; M. E. De Wolf, Laurens; A. W. Randall, Conrad; P. J. Miles, Oelwein; S. J. Claussen, Clear Lake; L. I. Archer, Ruthven; M. B. Lytle, Wiota; W. B. Agnew, Fairbank; E. G. Johnson, Cambridge; S. P. Fritz, Pocahontas; E. A. Fields, Akron; D. J. Eberhart, Newton; J. L. Patton, Kellog; D. L. Patton, Laurel; H. W. Patton, Dexter; J. C. Culbertson, Glidden; C. H. Jasper, Newton; W. C. Bergman, Newton; C. C. Bucks, Hubbard; F. H. Carter, Berkley; W. F. Stephenson, Bondurant; W. T. Thorp, Baxter; D. Milligan, Jefferson; A. Moorehouse, Glidden; J. M. Buchanan, Baxter; J. F. Larson, Gowry; J. W. Johnson, Pioneer; J. J. Oliver, Cummings; H. H. Hennings, Ogden; J. M. Hladik, Manilla; B. C. Hemphill, Dexter; E. J. Jenks, Coon Rapids; J. H. Larson, Roland; D. S. Patty, Redfield; H. H. Aldrich, Madrid; M. H. Bomberger, Gowrie; Charles R. Branton, Dallas Center; A. J. Zingree, Mason City; F. B. Carson, Gladstone; P. C. Carleson, Farnumwell; D. A. Evans, Lohrville; P. Whitaker, Dallas Center; J. E. Knudson, Milford; L. R. Brown, Dawson; W. A. Whiting, Washington; T. S. Cathcart, Kingsley; H. L. McCombs, DeSota; A. L. Cox, Marshalltown; O. O. Helgen, Ruthven; E. L. Erickson, Stony Center; A. J. Porter, Fairmount; H. W. Iblings, Geneva; I. E. Jackson, J. H. Nash, Cedar Rapids; L. Buell, Livermore; K. Liquin, Clinton; Wm. Blakeley, Ogden; Joe Winkle, Bancroft; A. C. Fagen, Dawson; L. R. Brown, Dawson; L. J. Kaiser, Minburn; Adam Schneider, Garner; G. M. Canfield, Shannon City; A. N. Drummond, Guernsey; W. F. Harris, Williamsburg; P. K. Unsicker, Wright; D. A. Fesler, Riverside; John Reidy, Winthrop; R. B. Carson, Moulton.

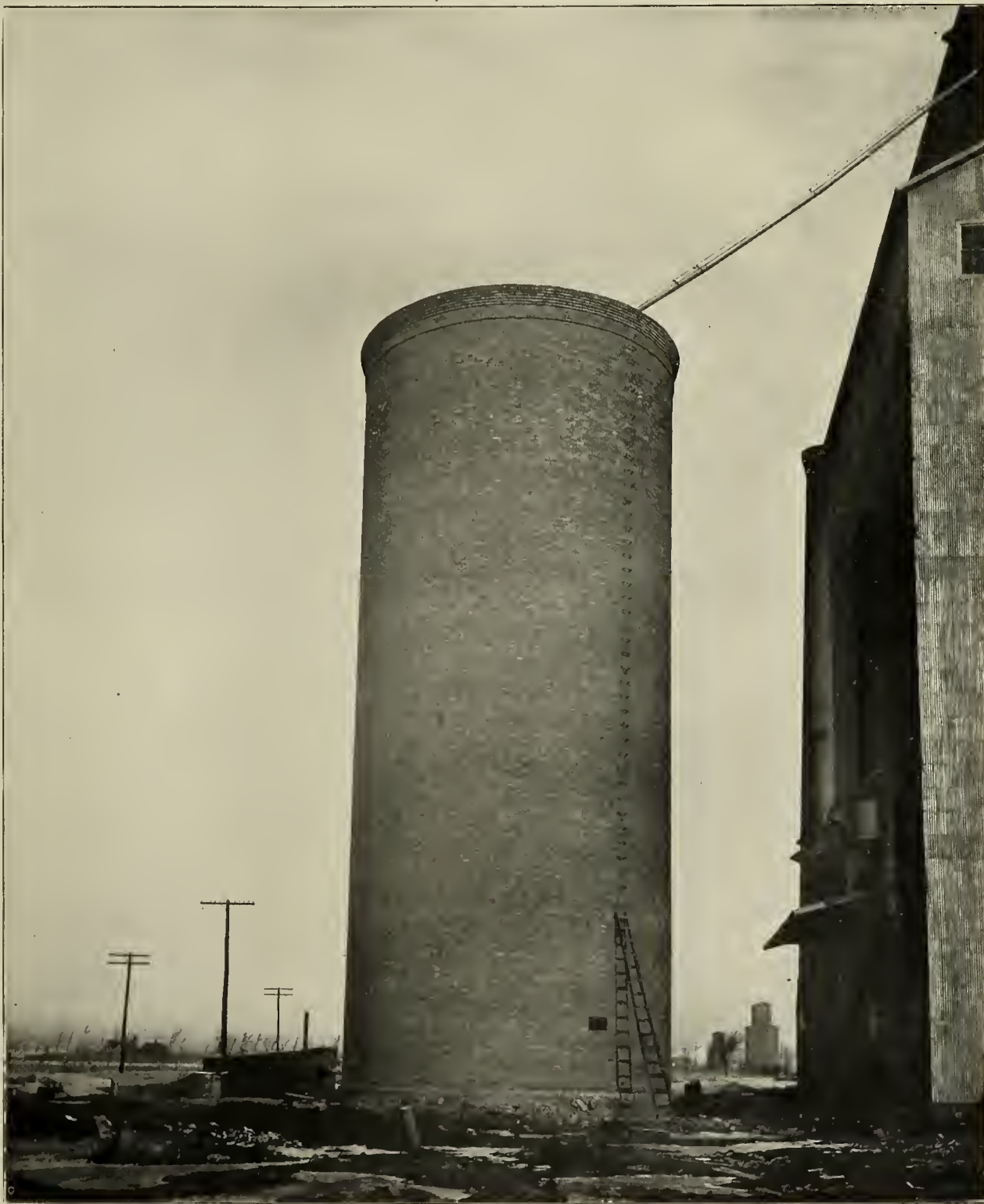
The bill in the Washington legislature for a law making the inspection of grain shipped from the interior to terminal points optional with the shippers, was killed in the senate.

## CLEVELAND'S FIRE-PROOF GRAIN TANK.

Minneapolis is the birthplace of the brick storage tank, which has a prospect of becoming more extensively used than any other material for grain storage. The first tank of this kind was built for the Huhn Elevator Company, in the fall of 1902, and filled with grain in the month of January. This is a circular tank 31 feet 6 inches in diameter and 80 feet deep, the walls of which are built of common brick, laid in cement mortar, with steel wires embedded in a channel forming hoops around the tank to withstand the bulging strain.

thus making a cement and steel hoop. The building is roofed with a steel frame supporting 3-inch book tile, upon which is placed a 6-ply pitch and gravel roof.

The air space in the split wall renders the wall impervious to moisture; that is, no moisture from the outside can get through the wall to the grain inside. The air space being a non-conductor, it also gives ample fire protection, as well as keeps the moisture on the inside from condensing and gathering on the wall. This is a decided improvement over other methods of construction, there being with this no possibility of the grain being damaged, either by fire or the action of the elements.



THE CLEVELAND BRICK GRAIN STORAGE TANK AT MINNEAPOLIS.

Cut No. 1 is from a photo taken of a section of the wall while in course of construction. This is a three-course wall. The two inner courses are laid solid and the outer course is left three inches from the inner courses, making an air space, the outside wall being bound to the inner courses by wire bands. A channel is formed every twelve inches in height on the inner wall by splitting one course of the bricks, making it only one-half as wide as the other course, thus leaving a channel of about two and one-half inches wide and the height of a brick. A certain number of steel wires about the size of a lead pencil are wound around the tank in this channel, the number of wires depending on the distance from the top of the tank, or the amount of bulging force to be resisted. After these wires are placed in this channel, a grout of one part Portland cement and two parts sand is poured in and fills all the voids, or vacant space, around the wires,

The tank above described was built by the W. S. Cleveland Elevator Building Company for the purpose of demonstrating to the grain trade the good points of the plan. The tank has been filled and emptied, and put to the supreme test of moving the grain; and it has proven to be as nearly perfect as it is possible to make masonry construction. The grain came out of the tank in as good condition as it went in, and there was no damaged grain, nor are there any cracks in the masonry wall. Patents on this method of construction are held by W. S. Cleveland and B. H. Stahr of Minneapolis. The Huhn Elevator Company expects to build a half million or more bushels of this kind of storage the coming season.

Mr. Cleveland says that these storage tanks can be built in clusters, thus utilizing all of the ground and using the inter-spaces, and can be built in sizes from 5,000 to 125,000 bushels in one bin.



## ANNUAL MEETING OF THE KANSAS GRAIN DEALERS' ASSOCIATION.

The Kansas Grain Dealers' Association held its seventh annual meeting at the Midland Hotel, Kansas City, Mo., on March 24 and 25 and elected officers for the ensuing year as follows: President, L. Cortelyou, Muscotah; vice-president, H. Work Ellsworth; secretary-treasurer, E. J. Smiley, Topeka. Board of directors—E. N. Bailey, Baileyville; Geo. H. Hunter, Wellington; A. T. Rodgers, Beloit.

The attendance of grain dealers was large and an unusual interest was taken in all the sessions, as each was well attended. President Cortelyou in calling the first session to order at 7:30 p. m., March 24, alluded especially to the large attendance, at which, he said, the officers of the Association were much gratified. He then proceeded with his annual report, as follows:

### PRESIDENT'S ADDRESS.

Gentlemen:—The Kansas Association of grain dealers have met in their seventh annual convention under very favorable conditions. The past year, from an association standpoint, has been a quiet one, and that very fact is a favorable condition. We have passed the year in peace and harmony with the outside business world, as well as with ourselves. The strenuous events of former years have not been repeated this year; all of which goes to show that the Association and its work and principles are fixed on a good, solid business platform and that the grain trade has fallen into its regular legitimate channels, through which the business is done with satisfaction, both at home and abroad. It shows that the legitimate results of organization are a better feeling at home among individual dealers, and greater confidence and respect abroad at the different market centers.

I am glad to note the increase of that genuine friendliness that should exist between the country dealers and the Association's members and the grain trade at market centers, and especially at what many of us justly call our home market, Kansas City. No one will deny that this feeling brings about better trade relations between the two branches of the grain trade and encourages reciprocal respect and confidence. The best evidence of this feeling is the result of the vote in the Kansas City Board of Trade on the resolution regarding the re-inspection of grains—that it should be called for within twenty-four hours after the sale is made. This was a request made to the Board of Trade by our Association, and was carried by a large majority.

The old idea that our Association was an illegitimate body, banded together for illegitimate purposes, is fast passing away. We are confident that the honesty and integrity of our intentions are more and better appreciated every year and that we can well trust in the old adage, "He laughs best who laughs last."

The work of our Association in the past has been, first, to bring about a friendlier feeling between our members, and that has been done just by the mere act of getting acquainted with each other. This acquaintanceship begets a "live and let live" feeling among dealers who formerly were seemingly foes and that old antagonism has disappeared. Association work has also resulted in far better conditions at market centers, such as weights and grades, and also in the arbitration of differences between members of the different grain exchanges and country dealers as well as between Association members themselves, until to-day we, as a branch or an integral part of the great business community of this great and prosperous country, can feel that our line of business is carried on in much nearer a perfect system than a few years ago. Legitimate organization is a justifiable movement in any line of business.

Our present work is, I think, to continue in the same line we have followed, that of improving our surroundings and extending our influence. Our campaign should be one governed by reason and common sense, our sole object being to improve trade relations, and remembering that our organization can exist only so long as it keeps within the bounds of the law and is founded on justice. The anti-trust law of the state of Kansas is a good one, and ought to be enforced; yes, just so long as it is enforced solely for the sake of justice, and not as a means of gratifying personal spite.

And now, what is the outlook for the future? Since the passage of the Elkin's amendment to the interstate commerce act, we grain dealers all stand on an absolute equality as to rates, and the granting of rebates or favors to certain shippers is a matter of history. You must acknowledge that this puts the trade in a better position than ever before, and that the country dealer, that part of the trade most benefited by our Association, is on the same basis as the large shipper and line elevator companies. Again, the troubles at the terminal markets are now few and far between in comparison with only a few years ago. Weights and inspections are very much nearer that state of perfection so desirable to the country; and with methods of arbitration in vogue between those who have real or fancied differences, it seems that we can take only an optimistic view of the future and rest content with the thought that the grain dealers' millennium is one year nearer.

Secretary E. J. Smiley read the minutes of the last annual meeting, which were approved as read.

President Cortelyou appointed the following auditing committee: F. P. Lint, Atchison; M. H. Roller, Circleville; J. B. Maxwell, McPherson.

The president said the meeting would be resolved into a general discussion of subjects of importance to the trade and introduced the topic, "What shall we do to promote harmony among dealers?"

Secretary Smiley spoke of the importance of the subject and said that in order to promote harmony, the dealers would no doubt all agree that they should become better acquainted with each other.

F. P. Lint, Atchison: You all know my policy. It is to get acquainted with each other.

Geo. A. Stibbens: As a former dealer, I know what it is to have inharmonious conditions in the grain trade. Formerly in Iowa, where I was a grain dealer, elevator property was not worth fifty cents on the dollar. Now, after a campaign of acquaintance and good will has been going on, there are few elevators for sale and you have to pay a bonus to get them. It is very often that dealers get into trouble through an unjust suspicion by his competitor. If a man comes into your office and says your competitor is paying from one-half to three-quarters of a cent more for grain than you are, you believe him; yet it may not be true. If you get acquainted, you will find it will always bring about better conditions.

John Beyer of Arrington said that one trouble they had had in their territory was with farmers who thought that the dealer was robbing them and so started co-operative associations. He thought, however, that this trouble would soon be over.

E. F. Madden, Hayes City: The grain proposition is not new to me. I have been in it about thirty years. Our southwestern friend has struck the keynote when he said that being acquainted raises the price of grain elevator property. It pays to be friendly with your competitor.

M. G. Patterson, Clay Center: We have had our scraps up in our valley, and I know that when things work smoothly it is better for all of us.

E. N. Bailey of Baileyville, introduced as the brother of the Governor of Kansas, said that things were going along harmoniously at his place and that he was heartily in favor of organization.

A. V. Nelsou of Hiawatha: This is the first association of grain dealers that I have attended. When I started in the grain business in Kansas my brother told me that I was crazy and that the scalpers would drive me out of business. After our association was formed conditions were so much improved that my brother put some money into the business and we are both pleased with our investment.

Wm. Murdock, Clifton: I like the experiences that I have had here to-night. When I went into business I bought an elevator at 30 cents on the dollar. I thought a few years afterward I had paid 30 cents too much, but conditions are now better. I think that we have all had experience enough. We are treating the farmers and customers better than ever before. We must treat our customers right or we will have more trouble. As a rule, the farmer knows when he is treated right and as a rule we have had no trouble in our territory.

M. Reed, Louisburg: I have been in the grain business for some time. I like the business, and if we run it carefully there is money in it. The most trouble we have is with the commission men. They bid any one and everyone. They would even bid an old woman. We have little trouble with scalpers. I do not believe that the grain man wants to rob the farmer. I want to give the farmer a fair price for his grain.

J. T. White, Ada: I think the gentleman from Iowa expressed the idea of the grain trade. I think if we thoroughly organize the state it will be a good thing for every one of us. It is quite often that farmers will tell what is untrue about the price offered for grain and that always makes trouble.

H. Work, Ellsworth: As Mr. Lint said, I think the essential point is to get acquainted with your competitors. I think also that we should adopt the policy of "live and let live." When you hear re-

ports about your competitor, find out if they are true before you act.

Mr. Lynds, White Cloud: I have been in the grain business enough to see it in all its stages and I am satisfied that organization is the only remedy for its annoyances.

Col. Harrington, Baker: This is my first grain meeting. I do not have much trouble in my territory, as I am acquainted with my competitors. The grain business is a legitimate one, but it cannot be learned all at once.

J. R. Giles, Abilene: Organization helps us a great deal, and I regard it as our greatest safeguard.

Mr. Miller spoke about the good feeling that would also result from a better acquaintance with the millers.

Adjourned.

### SECOND DAY—MORNING SESSION.

President Cortelyou called the meeting to order at 10:30 a. m., and announced the committee on resolutions as follows: H. Work, Ellsworth, chairman; J. T. White, Ada; H. A. Carleton, Cawker City.

Secretary Smiley read his annual report, from which we take the following extracts:

The year past to many of the dealers, especially those in the northwest quarter of the state, was a great disappointment on account of the partial or entire crop failure. Many of the dealers on the Main Line and Lincoln Branch of the U. P. R. R., as well as the dealers located on the Central Branch Ry., have been practically out of business; and had the crop been an entire failure they would, from a grain dealer's standpoint, have been better off, as they could have closed their houses and engaged in other business. In the wheat district in the central and southern part of the state, owing to the inferior quality of wheat and dealers' inability to secure equipment to move purchases promptly, many material losses were sustained. On account of these conditions our membership has been reduced the past year.

Membership.—One hundred members have been dropped from our rolls the past year for the following assigned reasons: 56 sold out and retired from business; 25 were out of business on account of no crop; 12 assigned as their reasons that they have been accused by their farmer friends of belonging to the Association and were fearful that the farmers would organize and build elevators and requested their names dropped until the storm blew over. I have reason to believe that practically all of those that have withdrawn for the causes named will be reinstated the present year if a crop is raised. The number of applications received and approved the past year are 75, showing a net loss of 25. There have been more changes in the grain trade the past year than in any single year since the Association was organized. It is gratifying to know, however, that the changes occurring the past year have been for the betterment of the grain trade, as the new dealers, with few exceptions, are men of more than ordinary ability and have engaged in the business to "live and let live."

Terminal Weights.—Frequent complaints of short weights at Kansas City, as well as Memphis, Tenn., have been filed in my office during the past season. A thorough investigation of a number of these complaints failed in most instances to fix the blame on either the transportation company or the terminal elevator. To illustrate: A car of 50,000 lbs. capacity was loaded with wheat at a point on the Santa Fe R. R., shipper loading in same the capacity of the car, or 50,000 lbs. Shipment was made to a Kansas City firm with notation on B/L that same be weighed at their first weighing station, a point distant twenty miles from point of origin. The car arrived in Kansas City in due time and was inspected by Kansas inspection department, turned over to the Chicago & Alton Ry. to be delivered to the Missouri Elevator; but on its arrival at that elevator the Board of Trade weighmaster made the notation on record that seal on side door was broken and a noticeable depression in grain in center of car. It was further alleged that the car was carefully weighed at time of unloading and weighed over hopper scale and showed a loss to shipper of 287 bu. Shipper had notified his commission man of the exact contents of car, and on receiving account of sales showing this excessive shortage, he requested that his commission merchant make an investigation at that end of the line. This investigation revealed the fact that the net railroad weight was 200 lbs. in excess of shipper's weights and that the car arrived in Kansas City in apparently good order. Not being able to collect the amount of loss through his commission merchant, all papers in the claim were forwarded to me with the request that I take same up with the claim department of the Santa Fe road and ask for prompt settlement. I presented same to the claim department and they assured me that they would make a prompt and thorough investigation and if loss resulted while in transit in their possession, claim would be paid in full. After an unreasonable length of time all papers were returned to me respectfully declining to entertain the claim, assigning as their reason that they had delivered this car of grain to the C. & A. road at Kansas City under the original



seal and Kansas Inspection seal and car in good order and had a receipt from the C. & A. to prove their assertion. As the unfortunate shipper had no contract with the C. & A. road to deliver the grain to the elevator, it would be necessary for him to commence an action in court against the Atchison, Topeka and Santa Fe Ry. Co. and make the C. & A. a party to the suit in order to recover. After consulting an attorney in the interest of the shipper, I advised him to commence an action at once in the district court of Jackson County, Mo., but this he declined to do.

I do not hesitate to say that where evidence can be shown that car seals have been tampered with while grain is in transit, or loss resulting in transit from any cause, the transportation company can be compelled to reimburse for all loss. I merely make mention of this particular case to show that the shipper has a legal remedy to apply if he will only avail himself of the opportunity. We believe, however, that a very small proportion of the losses that do occur are chargeable to the transportation companies, owing to the fact that practically all the cars now used in the grain carrying trade are in first-class condition, and there is little chance of loss in transit if shipper uses care in the cooping of cars before loading. Allow me to suggest that when loading a car of 50,000 lbs., or greater capacity, that you double all grain doors to prevent loss occurring on account of bulged doors. Grain doors as a rule are made of flimsy material, of  $\frac{3}{4}$  in. to  $\frac{1}{2}$  in. in thickness, and will not stand the strain they are subjected to when a car is loaded to above 50,000 lbs. capacity, especially with wheat.

We think there is a great improvement in Kansas City in the matter of weights compared with four or five years ago, but think there is still room for further improvement. You are the ones to judge as to this, and I desire an expression from each shipper present as to your experience along this line in the past year and any suggestions you may have to offer.

Now, as to weights in the Southeast, several of our members in the Southeastern part of the state sold corn and oats, taking Memphis weights, and a more indignant set of shippers I never met when they received returns. I would strongly recommend that when selling grain to go to Memphis or Southeast points, that your own weights govern sale or no trade. Doubtless there are shippers present here at this time that will gladly avail themselves of the opportunity of giving others a view of their experience in dealing with these [people]. This weight problem is one that has troubled older heads than mine, and it is hardly probable the time will ever come that it will be entirely eliminated. I believe that if our Kansas inspection department would keep a complete seal record of all cars on their arrival in Kansas City, it would be of material assistance to the shipper in locating many of his shortages. I wish to have this matter discussed before we leave and some definite action taken.

Establishing Grades.—Sec. 7 of Chap. 138, Session Laws of 1897, has been amended to read as follows:

"Sec. 7. It shall be the duty of the Governor to appoint three suitable persons, to be known as Grain Inspection Commission, of which not more than two shall be members of the dominant party, who shall, on or before the 1st day of August of each year, establish a grade for all kinds of grain bought or handled in the state which shall be known as Kansas grades. The Grain Inspection Commission shall elect one of its members clerk, whose duty it shall be to record its work, keep its book and other items of record. The Grain Inspection Commissioners so appointed shall publish a notice in at least two agricultural and one grain trade or milling journal of the state, for three consecutive insertions, of their intention to meet for the purpose indicated in this act, so that interested persons or associations may send representatives to consult and counsel with the Commissioners appointed to establish the grades; and the grades so established shall be published in two agricultural and one grain trade paper of the state for three consecutive insertions. The compensation of each Grain Inspection Commissioner shall be one hundred dollars per annum and mileage to and from the Commissioners' place of meeting while occupied with official duties. The term of office of above mentioned Commission shall be two years."

You will note that under the terms of this bill the power formerly vested in the Chief Grain Inspector is now turned over to a commission of three men to be appointed by the Governor. It is to be hoped that the Governor when making these appointments will consider only the applications of those that are fitted for the position, as establishing the grades on Kansas grain establishes the price. This brings up the question as to whether Kansas dealers desire to have established a grade to be known as Turkey Hard Wheats. Some time ago I put out a circular relative to this question, and every dealer replying to same favored establishing a grade of wheat to be known as "Turkey Hard Wheat." It is an admitted fact that this variety of wheat in its pure state commands a premium, but when grain is sold f. o. b. cars track, the country dealer does not get the benefit of the difference in price. Thousands of dollars have been spent in the past ten years in introducing and keeping up to the standard of excellence of this variety of wheat, it being in demand from millers all over the country and especially the great mills of the Northwest. The commission should be urged to establish a grade to be known as "Kansas Turkey Wheat." This is a question for you to decide at this time, as I have reason to believe that should this organization demand that such a grade be established, the request will be granted.

Delayed Re-inspections.—[The Secretary, after quoting the rules adopted by the Kansas City Board of Trade relating to acceptances and appointment

of official samplers, printed in these columns in the March number, p. 456, continued:]

Track Buyers.—There have been fewer complaints filed with me the past year of track buyers than at any time since the organization came into existence. In some localities farmers have endeavored to ship their own grain, even where they have no facilities whatever for handling, but on account of the inability of the transportation companies to furnish equipment, very few of them have succeeded in securing the equipment when desired. One of the transportation companies since the first of the year notified their agents that grain must be on hand and in sight before an order is accepted for cars for any one. After this circular was issued, several farmers and track buyers immediately wrote the Board of Railroad Commissioners complaining that they were unable to secure cars and advised the Commission that such a rule was being enforced on this particular line. I had a talk with two of the Commissioners relative to the matter, and advised them that the regular elevator owners and operators at the points from which complaints were made had been practically forced out of business on account of the inability of the company to furnish cars, and that where one farmer was accommodated by furnishing him a car probably a half dozen were discriminated by not being able to deliver less than car-load lots to the elevator people. I am sorry to say that there are quite a number of agents of the railroad companies that do not use good judgment in dealing with farmers, especially in matters of this kind.

With the exception of two or three firms in Kansas City and one in Chicago, I know of no commission merchants and track buyers that are purchasing or soliciting business from farmers. . . . In this connection I wish to state that there are a number of elevator owners and operators in the state of Kansas that are not to-day members of our Association and who do not fully realize the benefits to be derived from organization. They apparently do not realize that they are being protected by the organization, or, if they do realize it, they have come to the conclusion that they can secure this protection without costing them one dollar and do not contribute to the support of the organization. I am very sure that if the organization was allowed to drop out of existence, it would not be 30 days until all the track buyers and commission men would be purchasing and soliciting the business of any and every one who had business to offer. . . .

Local Meetings.—In the central and southern part of the state the past year there have been fewer local meetings held than in the two years previous, for the following reasons: In the central and southern counties there was a determination on the part of the farmers, in certain sections, to organize to build elevators and engage in the grain business, believing that they had been taken advantage of by the regular grain dealers and that the Kansas Grain Dealers' Association was responsible for this state of affairs. I believe that the majority of the farmers in the sections referred to were honest in their intentions and believed the statements made them by certain agitators who visited them at their homes and met with them at their school houses weekly. In several sections I was requested not to hold any local meetings, the dealers believing that it would only tend to further create suspicion in the minds of the farmers and give these agitators something on which to base their false statements.

In the northern and northeastern part of the state the usual local meetings have been held, and I am pleased to state that at no time since the organization has been organized have better margins of profit been maintained and has there been as little friction between local dealers. I strongly favor local organization, and believe—in fact, know—that the only way to maintain harmony in local districts is for the dealers that come in direct competition with one another to meet every thirty to sixty days and exchange ideas and become better acquainted. Should a crop be produced the present year, as all indications favor, I believe that the state should be divided into at least sixteen districts and meetings held at least once every sixty days in each. I consider time and money spent in attending local meetings well spent, and believe that every dealer present here to-day will admit the truth of this assertion.

Trade Mark.—For the following reasons I would recommend that this organization establish a trade mark and that each member of the Association be requested to use same on his letter heads. If in the opinion of the Association it would be advisable that this trade mark stamp be furnished by the Association, provision could be made for sending same to every member. First, the reason for this suggestion is that Texas dealers, members of the association of that state, being largely in the majority, have the present year refused to purchase grain or to make bids to dealers not members of other local organizations. Several dealers in the central and southern part of this state, learning of this, wrote Texas dealers that they were members of the Kansas Grain Dealers' Association and had grain to offer. They either made price which was accepted, or accepted bids made by Texas dealers, and in most instances made over drafts on the shipments, which they refused to make good. Members of the Texas Association wrote me advising me of the fact, and when I notified them that these parties were not members of the Association and would not submit differences to the arbitration committee, they then realized that they had been taken advantage of.

The fact that there has been only one case submitted for arbitration between members of our Association and members of other associations in the past year tends to convince me that our entire membership are men of honor and have confidence in members of other organizations of like character.

Doubtless all of you are familiar with the arbitration rules, and if you receive a communication with the trade mark of this Association appearing on the letter head you would not hesitate to do business with the writer. We consider these reasons sufficient to justify this slight expense, and would strongly recommend that action be taken on this question at this time.

Reciprocal Demurrage.—It is not my aim to criticize the legislature for having failed to pass certain laws, of which the people are in great need at this time. I refer especially to reciprocal law governing the collection of demurrage charges by railroad companies. The transportation companies' rule to exact demurrage charges while cars are being loaded or unloaded after the first twenty-four hours is rigidly enforced by them. The transportation companies of the state are public carriers, and it is as much their duty to furnish cars when ordered by shippers as for shippers to load the cars within a reasonable time when furnished. Now, I maintain this position, that in theory the transportation companies are the servants of the people, that the interests of each are not conflicting but reciprocal and mutual, and that it is the duty of the government to lay down and define by legislative enactment the rights of the people as well as the rights of the corporations. Under these circumstances, I am chagrined to admit that the failure of the late Kansas Legislature to legislate upon this matter is of the gravest concern to all. Why should not the shipper have an equal chance with the corporation owing its existence to law? If it is fair for a railroad company to charge demurrage for the keeping of a car overtime while loading or unloading, then, by the same code of reasoning, it is also fair that railroad companies should pay an equal amount for the time that cars for loading after having been ordered are not furnished. I would, therefore, recommend that this Association begin a campaign to ask the next legislature to give the people this much needed relief.

Posting Members.—We have endeavored to keep our members posted through bulletins and at local meetings and have placed with all members the "Official List of the Texas Grain Dealers' Association" and have warned them to confine their dealings to the names found on this List. I think this advice has been heeded, as I have received no complaints from our members, or members of the Texas Association, charging either parties with violations of contract. While in conversation with two prominent receiving firms, members of the Kansas City Board of Trade, the last week of the year, they told me that they were not carrying one dollar overdraft against a member of our Association. This certainly speaks volumes for the Association, and shows that the action on the part of the Association in driving out of business the irregular and illegitimate dealer has not only been a benefit to the country grain dealer but the receiver as well.

It might be well to add that the firm referred to has printed on their letter heads, "We will not receive consignments from those not regularly engaged in the grain trade." Would it not be a good idea for dealers, members of our Association, to have printed on their letter heads, "We will not do business with firms that solicit and handle the business of irregular dealers"? Consider this well, and I think you will decide that terminal dealers that protect your interests are entitled to a large share of your business.

Gentlemen, I desire to extend my sincere thanks to the officers and members of the Association for the assistance and support given me the past year. I earnestly hope to see the ensuing year one of success for the Association and prosperity for all its members.

On motion the report of the secretary was accepted.

The treasurer's financial statement showed balance January 1, 1902, of \$91.53; receipts for the year to make a total of \$3,412.28; disbursements for the year, \$3,251.35; leaving cash on hand, January 1, 1903, \$160.93.

A supplemental statement from January 1, 1903, to March 21, 1903, showed receipts, including balance of \$160.93, of \$958.78; disbursements, \$791.09; leaving cash on hand March 21, of \$167.69.

On motion the financial report was adopted.

A paper on "Fraternalism in Business" was read by F. W. Frasier of Topeka.

Geo. A. Stibbens, secretary of the Grain Dealers' National Association, read a paper on the subject, "Closer Relations Between State Associations."

A paper was read by A. H. Bennett, Topeka, on "What Benefits Are to be Derived from Establishing a Grade Known as Kansas Turkey Wheat?"

On a call from Acting Chairman J. A. White for discussions of Mr. Bennett's paper, E. F. Madden said he heartily endorsed the sentiments expressed in the paper and thought some action should be taken.

There being no further expressions upon the paper, an adjournment was taken for luncheon.

#### AFTERNOON SESSION.

President Cortelyou on calling the meeting to order at 2:30 p. m. announced an invitation from the Kansas City Board of Trade to the members



to a theater party at the Grand Opera House in the evening, to be followed by a smoker and luncheon in the Midland Hotel.

Upon request of Mr. Madden an explanation was given why the Kansas City Board of Trade had adopted a rule to not join any grain dealers' association.

F. P. Lint read the report of the auditing committee, as follows:

To the Members of the Kansas Grain Dealers' Association: Your committee appointed to audit the books of the Association beg to report that we have checked all items of receipt and expenditures between April 8, 1902, and March 24, 1903, and find same to be correct. (Signed)

M. H. ROLLER,  
J. G. MAXWELL,  
F. P. LINT.

The report of the committee on resolutions was read by H. Work and adopted as follows:

In token of our appreciation of the efforts of Representative W. O. Harris of Dickinson County in furthering the grading bill which has recently been passed, be it

Resolved, That the thanks of this body be tendered the honorable gentleman above mentioned for his earnest efforts on behalf of this, one of the most important and vital subjects confronting the trade to-day.

Having suffered for years from the promiscuous sending out of postal card bids, be it

Resolved, That this Association request the members of the Kansas City Board of Trade and all grain commission houses generally, to henceforth send their bids on paper, enclosed in an envelope and to legitimate grain dealers only.

Resolved, That we recommend the adoption of a grade of wheat to be known as "Kansas Hard Turkey."

We further recommend that the Board of Directors of this Association be instructed to take this matter up with the commission to be appointed by the Governor of the state of Kansas, as provided by the last session of legislature, and earnestly request that such a grade of wheat be established. Also, that our board of directors be instructed to take this matter up in the same manner with the proper authorities to establish grades in the state of Missouri and urge the adoption of a uniform grade.

Whereas, It appears that the first and original understanding, at the beginning of the year just ended, that the compensation of our secretary be \$1,800.00 for the year, plus his necessary expenses; and,

Whereas, Our secretary has had reason to expect such compensation and that it appears to be a legitimate obligation of this Association; and,

Whereas, Said secretary's labor and expenses have been greatly increased on account of the Butler agitation and persecution; therefore, be it

Resolved, That we, the members here assembled in annual convention, instruct the board of directors to make a one month's additional assessment and therewith to pay said deficit in full for said services rendered.

The following address and motion on "Railroad Legislation," introduced by J. G. Maxwell, were adopted:

I wish to present a subject which is of first importance, not only to us as an organization, but to our members individually and to the shippers, farmers and consumers of Kansas generally. Up to the present time, what legislation has been attempted along the line of fixing railway rates and regulations for transportation companies has been done in a spasmodic manner, usually by impractical enthusiasts with no systematic support. The result is that practically nothing in the way of beneficial legislation has been enacted in Kansas and that railroad companies dictate the rates to be charged, fix minimum weights, establish car service, switching, milling-in-transit and all other rules and regulations, many of which conflict with the interests and rights of shippers, and the shippers who are the parties of the second part have no voice in the matter whatever.

It is true that we have a state Board of Railroad Commissioners, whose salaries and expenses are something in excess of \$15,000 per annum; but if they have ever been worth a single dollar to any of their constituents individually or collectively, I have not heard of it.

Railroad corporations, being artificial persons created by law with special rights and privileges, should at all times be subject to the control of their creators and not be their masters. Rates should be reasonable and should not be based, as is now done, on the principle, "all the traffic will bear." Cars should be furnished promptly and should be moved promptly. Demurrage should be paid to the shipper by the railroad company which fails to furnish cars within a reasonable time, as well as by the shipper who delays loading or unloading beyond a reasonable time. Special privileges and concessions should not be granted favored shippers or localities. Righteous claims for loss, damage or overcharge should be paid within a reasonable time.

The only way we can secure the desired remedy is by law. It may be urged that it is impossible to get effective action from our legislature; but I do not think that this is necessarily true. Neither is it impossible to frame a constitutional bill that will accomplish results. This is proven by the fact that Texas has a railroad law that regulates the transportation companies and fixes rates.

The passage of the Elkins bill by the last congress will cure many defects of the interstate commerce law and will make it much easier to enforce, but it will, of course, apply only to interstate commerce. The states will still have jurisdiction over local traffic; and my opinion is that the time is now opportune when the Kansas Grain Dealers' Association should take a hand in the matter. We ought to appoint a committee at this meeting to formulate a suitable railroad law in time to report to our next annual meeting. If this is done, we can then ratify their action as an organization and be in position in the fall of 1904 to make our bill a direct issue. I believe we can compel all candidates for the legislature to indorse and promise to support our measure without alteration or amendment, if elected. If we do this, its passage is assured.

As all classes will be benefited by a righteous railroad law we can confidently expect the support of all good citizens without regard to their political affiliations, and our action will cause our organization to be looked upon in a much more favorable light than it has been in the past. In the end, "Jones always pays the freight"; and our farmers will see that we are seeking to advance their interests as well as our own.

In order to bring the matter formally before you I move that the president appoint a committee of three on legislation, with instructions to formulate a rigid and constitutional railroad law, and report the same to this Association at its next annual meeting.

A motion by A. H. Bennett of Topeka was agreed to that a trademark be adopted by the Association and that the question of design be referred to the board of directors.

The election of officers was by nomination in open meeting and resulted as above recorded. For the office of secretary-treasurer the names of E. J. Smiley and F. P. Lint were placed in nomination and the election was by ballot, resulting in 57 votes being cast for Mr. Smiley and 15 for Mr. Lint.

Commencing with President Cortelyou each of the newly-elected officers made a short speech of thanks, after which the meeting adjourned.

#### THE EVENING ENTERTAINMENT.

On Thursday evening the Association was the guest of the Kansas City Board of Trade. The committee on entertainment of the Board was composed of W. W. Cowan, Wm. Murphy, Stanley Christopher, A. L. Ernst and Frank Essex.

After seeing "York State Folks" at the Grand Opera House, the members and their friends assembled in the ball room of the Midland Hotel, where music by a string orchestra, refreshments and the pleasant conversation of friends all too quickly carried the time to a late hour. No special program was prepared, but the musical numbers were interspersed by baritone solos by H. F. Spencer, some humorous stories by W. C. Goffe, a poem of his own composition by W. E. Murphy recited in the Swedish dialect, while B. C. Christopher, president of the Board of Trade, made a short speech.

#### KANSAS NOTES.

The Kansas City Board of Trade, as usual, displayed its generous hospitality.

The St. Louis commission men who attended were R. H. Wheeler, representing Daniel P. Byrne & Co., and E. E. Roahen, with J. H. Teasdale Commission Co.

A No. 3 Invincible Combined Oat Clipper and Separator was an object of interest to dealers in the rotunda of the Board of Trade Building. The exhibit was in charge of Edw. A. Ordway.

S. J. McTiernan talked Monitor machines to dealers; J. N. Heater told what Eureka machines were accomplishing and Edw. A. Ordway put in his time in explaining the good points of the Invincible machinery.

The Marseilles Mfg. Co. of Marseilles, Ill., was represented at the meeting by Charles Adams, E. P. Booth and C. A. Thurber; The Allis-Chalmers Co. of Milwaukee, by A. E. Mosier; The Cook Mfg. Co. of Albion, Mich., by W. L. Penny; Bradley, Alderson & Co. of Kansas City, by Ben P. Ordway.

The dealers who attended were: L. Cortelyou, Muscotah; George Craven, Summerfield; C. E. R. Winthrop and J. B. Kirkpatrick, Oswego; W. S. Washer and R. F. Antle, Atchison; A. J. Denton, Leavenworth; H. La Rue, Atchison; J. W. Aitkin and A. Aitken, St. John; J. Flint, Wellsville; A. H. Bennett, Topeka; H. A. Carleton, Cowper City; C. W. and C. J. Johnson, Solomon Rapids; H. Work, Ellsworth; J. G. West, Topeka; F. P. Lint,

Atchison; Oscar Ayers, Gardner; M. H. Roller, Circleville; Col. E. Harrington, Baker; R. W. Dockstader, Cowper City; C. C. Connor, Circleville; W. H. Beatty, Norway; B. F. Hahn, Concordia; J. A. Wood, Ames; W. H. Connet, Axtell; Frank Thomas and George Craven, Summerfield; John Beyer, Arrington; M. Z. Marshall, Asherville; W. M. Dennis, Kelley; J. H. Claussen, Wilson; James Gier, Anness; H. A. Wynn, Perth; E. Temple, Clifton; George W. Hough, Milan; J. G. Maxwell, McPherson; W. B. Thompson, Seneca; L. J. Bailey, Claffin; A. Burkholder, Canada; J. W. Decker, Concordia; George H. Hunter, Wellington; E. B. Hedge, Perry; J. McManis, Goff; C. F. Blauer, Speed; H. Reed, Drexel; M. Reed, Louisburg; Henry Dreaney, La Crosse; J. V. Burroughs, Plainville; W. M. Reckewey, Wetmore; E. P. Mowrer, Lost Springs; S. J. Eales, Burrton; B. J. Kelsey, Oxford; S. E. Cole, Harper; C. Lazrath, Nortonville; H. W. Kuecker, Niles; A. T. Rodgers, Beloit; George A. Pease, Lindon; Wm. Murdock, Clifton; E. N. Bailey, Baileyville; J. T. White, Ada; J. B. Hupp, Pratt; F. A. Derby, Sabetha.

#### JAMES CARRUTHERS.

James Carruthers, who was recently elected president of the Montreal Corn Exchange Association by acclamation, is the head of the firm of James Car-



JAMES CARRUTHERS.

President Montreal Corn Exchange Association.

ruthers & Company (Limited) of Montreal, Toronto and Winnipeg, one of the leading grain exporting firms of Canada, and a typical Canadian of the most progressive type. He succeeds W. L. Gear.

#### CONTINUATION OF THE HAY CASE.

On March 20, John B. Daish, as attorney for the National Hay Association, began at Cleveland, O., an action entitled The Interstate Commerce Commission vs. The L. S. & M. S. Ry. Co. et al., the object of which is to compel the roads in "official classification territory" to conform to a recent decision of the Commission reducing the classification of hay.

After reciting in legal phraseology the history of the case, which is familiar to the reader, the court is asked to cause the defendants to come into court, that the cause may be heard, and upon final hearing to grant a writ of injunction, or other proper process, mandatory or otherwise, to restrain the said defendants from further continuing in their violation and disobedience to the said order of the petitioner, the Interstate Commerce Commission; and that a decree may be entered requiring the defendants and each of them, to pay such sum of money not exceeding the sum of \$500 for every day after a day to be named in such decree that they shall respectively fail to obey the said injunction or other proper process, etc.



## IN THE COURTS

Martin R. Jones, grain broker on the New York Produce Exchange, has filed a petition in bankruptcy to get rid of his liabilities (\$17,866) as silent partner in the firm of Cole, Cleveland & Curley. His assets are \$150.

M. C. Tubbs, a grain dealer of Kinsley, Kans., has sued the Santa Fe and Chicago and Alton Railroads, claiming damages of \$511. He alleges that he delivered to the Santa Fe at Kinsley, Kans., 85,300 pounds of wheat for Chicago and when it was delivered in Chicago there were only 40,000 pounds. He asks the court to give him judgment for what leaked out or was stolen.

John H. Park, a grain shipper at New Holland, Ohio, has filed with the Interstate Commerce Commission a complaint against the Cincinnati and Muskingum Valley Railroad Company alleging that the road does not make a fair division of grain cars between the two grain elevators at New Holland, one of which is owned by the complainant and the other by a competitor.

W. J. Koch & Co., grain shippers of Philadelphia, on April 1 filed with the Interstate Commerce Commission a complaint against the Pennsylvania and the Panhandle Railroad Companies of unreasonable rates in connection with the transportation of their traffic and alleging charges prejudicial to their business and to the locality of Harrisburg, Pa., in favor of competing and other shipping points.

Wm. J. Crandall, a grain dealer at Firth, Nebr., began an action of mandamus against the Burlington road, asking the court to order the road to supply him with cars. On the hearing, he claimed discrimination by the road in favor of a rival elevator run by a farmers' company. The manager of the latter denied that it had received sufficient cars, while the car accountant testified that the road could not furnish the cars demanded by shippers. Decision reserved.

In the mandamus suit of the Wayland-Wright Grain Company against the Missouri Pacific Railway at Kansas City, mentioned in this department last month, it was testified that the Railroad had discriminated against the Grain Company in favor of other shippers, the discrimination consisting in signing bills of lading for cars loaded with grain destined to points beyond the Company's rails. The reason given by the road for such action was that it was compelled to do so under threat of legal action. Still the road had refused to do the same for the Wayland-Wright Company. The case was continued pending further evidence by both parties.

In the suit of W. W. Bush against S. K. Hasbrouck, tried recently at Kingston, N. Y., the court found for the defendant. "No cause of action." Plaintiff Bush said he had purchased thirty bushels of seed rye of defendant for \$30, and that the defendant guaranteed it to be all right. It proved, however, to be heated; did not come up well; and Bush's crop was a failure. He sued for \$200 damages. Defendant asserted that at the time of the sale he told Bush that the rye was slightly heated and that there was no guarantee. He further claimed that heated grain was not spoiled for seed purposes, if the heating had not gone too far, and he also testified that he himself had raised good crops from heated grain.

Frank A. Walters has begun suit against the Osborne Grain Company of Minneapolis to recover \$107. Walters alleges that the defendant's advertisements urged its customers to purchase grain on margins, promising to sell it when a profit of one-half cent a bushel was reached. Acting on this suggestion, Walters alleges he invested money with the company in puts and calls; that the company failed to sell when the half-cent profit was reached, which would have netted him something like \$1,400, and continued to carry the grain, in spite of its advertisement that a sale would be made without an order from the customer, until there was nothing but a loss for him. He therefore brings suit to recover the money he paid in, and claims that the whole transaction was but a gamble.

Jouett M. Redd, who was arraigned at Kansas City, as noted in this department last month, on a charge of a violation of the state gambling laws, was discharged. Mr. Redd is a grain dealer at Dover, Mo., and was arrested on a charge filed by the Kemper Grain Company, which alleged that Redd had ordered them to buy 10,000 bushels of wheat in February, 1902, and that he had then refused to pay for it, or to accept it when delivered. Redd, in his testimony, admitted ordering the grain but said that he had ordered it sold. The prosecution failed to prove that Redd was in Kansas City, Mo., when the order was given, as it was given over the telephone. The court ruled that the evidence which Redd had given in a civil suit was not admissible in the case and could not be introduced.

Judge Hook at Kansas City, on March 26, issued a temporary injunction restraining the Christie Grain and Stock Company and C. C. Christie from receiving quotations of the Chicago Board of Trade. "The Board," said Judge Hook, "having a property right in its quotations, contracted with the telegraph companies for their transmission and distribution by the latter to be confined to persons who would sign an application embodying an agreement to the effect that quotations should not be used in the conduct of an unlawful business, to-wit, a bucketshop. Such an arrangement is not an unlawful combination in restraint of trade and commerce within the meaning of the act July 2, 1890, popularly known as the Sherman anti-trust act." The Christie crowd will appeal to the U. S. Circuit Court of Appeals.

The U. S. Circuit Court at Springfield on March 25 heard arguments in the case of the Planters' Compress Company against the Big Four Railroad. The railroad asks for the dissolution of an order by Judge Jenkins in Chicago commanding the railroad company to receive compressed hay for shipments at rates which had been agreed upon with the Compress Company. The Railroad contends that the federal court has no authority to issue the order in question, which is the same thing as fixing rates, and that the defendant has recourse in court to a damage suit. On the other hand, the Compress Company contends that the federal court has authority to issue the order in question and that the Railroad in refusing to receive cars for shipment at the rate agreed upon left it no recourse in instituting damage suits.

A judgment of the District Court, from which appeal was taken by the Santa Fe Ry. Co. to the Court of Civil Appeals of Texas, is the case of State v. S. Fe Ry. Co., was affirmed by Judge Dunklin recently. The case was brought to settle the question of the anomalous condition of interstate rates through Texarkana into Texas. The facts as agreed upon were these: A certain lot of corn, the shipment of which was the matter in controversy, was by a commission firm in Kansas City purchased in South Dakota and billed to Texarkana, Texas, with the privilege of stopping the same in Kansas City for sacking. While it was being sacked in the latter city, the firm sold it to dealers in Goldthwaite, Texas. It was then shipped to Texarkana on the original bill of lading and from Texarkana re-shipped to Goldthwaite over the Texas & Pacific to Fort Worth and from this point to Goldthwaite on a continuous shipment. When it reached Goldthwaite the consignee tendered the freight rate fixed by the Texas Railroad Commission from Texarkana to Goldthwaite, which is lower than the interstate rate for the same haul, and demanded delivery; but the Santa Fe, having learned the history of the shipment, demanded the rates fixed by the Interstate Commerce Commission. The consignee paid the extra amount under protest, reported the matter to the Texas Railroad Commission, which directed the attorney general to bring this suit. The defendant's contention was that the shipment, though under two billings, was in effect an interstate shipment and should be governed by the rulings of the Interstate Commerce Commission, while the con-

tention of the attorney general was to the contrary. Judge Dunklin held that the Kansas City firm which sold to the Texas dealer purchased this grain originally and had it shipped on a billing to Texarkana before a Texas purchaser had been found; that the shipment would necessarily have gone to Texarkana in any event, and that the fact that a purchaser was found to whom the grain was sold before it reached Texarkana, and while it was in Kansas City, did not subject it to the regulations of the Interstate Commerce Commission, and that from Texarkana to Goldthwaite it was a local, and not an interstate, shipment. A judgment was, therefore, given for the state for \$500 as a penalty for the overcharge as prescribed by the statute.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Extent of Bank's Liability Under New Doctrine.

In the cases entitled *Exchange National Bank vs. Russell*, and same vs. *Searls et al.*, respectively (32 Southern Reporter, 314), which were brought by the latter parties to recover damages for alleged breaches of contract for grain sold to them by an Arkansas grain company, the Supreme Court of Mississippi says that the trial court went too far in the application of the doctrine announced in the case of *Russell vs. Grain Company* (32 So. Rep. 287), heretofore reported for our readers.

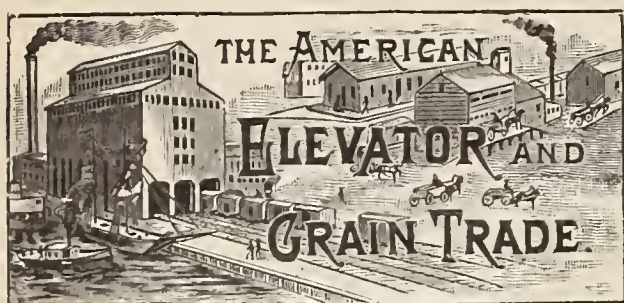
The Supreme Court says that whatever damage the consignees in these two cases had sustained by reason of defective quality of the grain, or by reason of any shortage in the grain delivered to them covered by the bills of lading (which had been purchased by the bank), they might recover; but they could not recover from the bank any damage which they might have sustained by reason of the failure of the Grain Company to ship grain which it had contracted to ship. The failure on the part of the Grain Company to deliver to them other shipments of grain than those covered by the bills of lading in these two specific cases, purchased by the Bank, was a breach of the contract between them and the Grain Company, but was no breach of contract on the part of the Bank. The Bank simply had nothing to do with those contracts. It was in no way connected with the breach of those contracts by the Grain Company.

The ground on which recovery is allowed against the Bank for defective quality and shortage in quantity of the particular grain covered by the bills of lading bought by the Bank is that as to such grain the Bank has been contractually substituted as the vendor of all such grain in the place of the Grain Company, and, of course, must answer as any other vendor would answer for defects in quality and for shortage in quantity. But there was no contractual relation whatever between the Bank and either of these consignees or the Grain Company as to any other grain than such grain as the bank bought the bills of lading for. The Bank has no concern with the failure of the Grain Company to carry out its contracts to ship indefinitely other carloads of grain which it may have contracted with these consignees to ship.

The distinction is plain; and the cases from Texas, Missouri and North Carolina, cited in the former opinion (*Russell vs. Grain Co.*, above referred to), show what is meant. They were all cases in which the bank had become, by purchase of the bills of lading, the substituted vendor of the grain covered by such bills of lading, and that was the whole extent of this court's former opinion.

The Missouri Pacific road in Kansas has issued an order rescinding the old order requiring shippers to have their grain on the track before they would be furnished cars and directing agents to furnish cars to all persons applying for them without discrimination.





PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

**MITCHELL BROS. COMPANY**

(INCORPORATED.)

**OFFICE:**

**Manhattan Building, 315 Dearborn Street,  
CHICAGO, ILL.**

HARLEY B. MITCHELL.....Editor  
A. J. MITCHELL.....Business Manager

Subscription Price, / / / \$1.00 per Year

English and Foreign Subscription, / 1.60 " "

**ADVERTISING.**

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

**CORRESPONDENCE.**

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

**CHICAGO, ILL., APRIL 15, 1903.**

Official Paper of the Illinois Grain Dealers' Association.

**THE CIVIL SERVICE BILL.**

Notwithstanding the outrageous treatment of the Illinois civil service bill (H. B. No. 1) by the lower house before sending it to the senate, there is still a chance for it. After the house got through with the bill and all supposed it dead, a committee, consisting of F. W. Bull, secretary of the Illinois Civil Service Association; Geo. F. Stone, secretary of the Chicago Board of Trade Association; Geo. A. Stibbens, secretary of the Grain Dealers' National Association; Fred Austin of Crichton & Co.; J. W. Radford, with Pope & Eckhardt Co.; Sidney Warner of Warner & Wilbur, and W. J. Sullivan, with E. W. Wagner, appeared before the senate committee on civil service and appealed to them to cut out the obnoxious amendments made by the house, and succeeded in having this done. The bill, therefore, now stands practically in its original form; and being thus unexpectedly (to the house managers) rescued from oblivion, it is again a live issue.

While the bill may not satisfy the ideal civil service reformer, it is sufficient that it is disliked by the practical politicians enough to make them eager to destroy it. There are, therefore, two sound reasons why grain dealers of Illinois should insist that the bill be made law, to-wit, (1) because it puts the grain inspection department of the state under civil service regulations; and (2) because the politicians do not want such a law is *prima facie* a reason why business men should want it.

The grain dealer, therefore, who wants the inspection in this state taken from the control of politicians will write his senator to vote for

the bill as it now stands, and he will write *at once*; then he will write his representatives that he wants them to vote for the bill. "and no nonsense." The grain dealers of this state are politically powerful enough to force this law through the legislature; and if it is conceded, as it is, that civil service is desirable in the inspection department, the dealers should exercise that power irrespective of party affiliation. Write your representatives *now*.

**SECRETARY MOWRY'S CIRCULAR.**

Secretary Mowry's circular letter to the Illinois Grain Dealers' Association, printed on page 509, is a complete and sufficient apology for the existence of all the Western grain dealers' associations. Its reasoning will commend it to fair-minded men, whether in the associations or out of them. The doctrine of live and let live is a fundamental association axiom; and that the associations recognize it as such will remain true; in spite of the efforts of interested or disgruntled persons to make something different appear. The fact that the associations must needs at times fight for the principle makes it doubly sacred.

But while all this is true and its publication timely, one is inclined to think Mr. Mowry takes newspaper criticism of the associations a little too seriously. We do not believe that the majority of farmers are fools, although all distinctively farm papers and many others sold to farmers feel it incumbent on themselves to treat the farmer's business sagacity and knowledge of affairs with apparent contempt.

For example, a fellow in Nebraska, one of that class whom, as Horace Greeley used to say, "God in His inscrutable wisdom permits to edit the country newspapers," reads his people a homily in this wise:

The charge of extortion made by the farmers against the elevators seem to be proved by the annual report of the Otis Elevator Company for the year ending December 31, 1902. It shows a surplus added to the working capital of \$300,000 after the payment of \$411,835 in dividends and marking off \$266,575 for depreciation. The farmers have been saying for a long time that the elevator trust was gathering millions.

Now, when it is remembered that the Otis Elevator Company is a concern for building what the Englishman would call a "blasted lift," the extent to which this precious censor has made an exhibition of himself may be appreciated. It is simply destructive of one's dignity to attempt to talk sense to a jackass of that type, while argument with the professional special pleader is equally futile.

The farmers' movement and the "farmer's friend" meddler will pass. Give them time. Above all, the associations should not allow either to worry them into a defensive position, where their opponents may have the advantage, so effective with the mob, of always being able to beg the question and close the argument at will.

The friends of Col. John J. Murphy, the original propagandist of American corn in Europe, now European Corn Commissioner for the state of Iowa, will regret to learn of the death, early in March, in Brussels, of his wife. Mrs. Murphy was a woman of a fine and well

trained intellect, who took an active interest and part in her husband's work in Europe. Indeed, it may be said with no disparagement of the work of Colonel Murphy himself that no small share of his success abroad was due to her initiative and persistent effort.

**FIRE-PROOF ELEVATORS.**

Although at the present moment the farmers appear to be the people most interested in the building of elevators, there are signs that the regular dealers are getting ready to begin work as soon as the weather becomes settled again. The farmer craze will not be of long duration, though its collapse may throw some cheap houses on the market at buyers' own figures.

Every season shows a distinct advance in the character of the new constructions. At the terminals the wooden house is gone, its place having been, happily, usurped by the steel elevator, which now has as its rival the cement, the brick and the hollow tile houses, which, though still by some considered as in the experimental stage, have all demonstrated their entire practicability.

The fireproof elevator has not yet reached the interior to any marked extent, but as the price of lumber appreciates and the marginal difference between the cost of wood and that of brick and hollow tile becomes less and less, the elevator men at established country stations, as well as millers, where insurance premiums burn all kinds of holes in their profits, are beginning to see the economy of a slightly higher original expenditure in order to wipe out the fixed insurance charge on both the houses and their contents. During the coming season there is, therefore, every reason to expect a good deal of elevator building, and although we may not see as many fireproof country houses as we ought to see built, we will undoubtedly see more erected than ever before; just as every season sees a distinct advance in the character of the machinery used by intelligent elevator owners.

**TIME TO SELL CORN.**

When is the best time for a farmer to sell his corn? The authorities, shrewd farmers as well as grain dealers, seem to unite in saying, early—as soon as husked. One grain dealer is quoted by the Bloomington Pantagraph as saying:

Some day, when the farmer gets down to a modern business method in conducting his business, corn will be marketed as soon as husked if the price is anything at all near what it should be.

Taking shrinkage by drying out, ratage, insurance, interest and convenience and cost of hauling into consideration, this is probably sound doctrine—from the farmer's point of view.

But how about the grain dealer's? What advantage is it to him to buy the crop early and take all the risks of missing grading and the loss by shrinkage and otherwise that should be divided with the farmer? The present season has been an example of early buying of corn and is a sufficient commentary on the practice of dumping new corn on the market as soon as it can be shelled after husking. A few more seasons like it would do country shippers to a turn.

A certain amount of new corn can safely be handled in the fall and winter to go into immediate consumption, but grain to be carried over



the germinating season should be eured on the cob on the farm or at least in the eribs. This method would send corn to market in a steady stream all the year round; and we believe it would yield the dealer and farmer a proportionate part of that not small profit which now goes to the terminal drier which conditions the damp corn that should have been allowed to cure naturally in the country.

### A SUCCESSFUL CO-OPERATIVE COMPANY.

That *rara avis*, a successful farmers' company, the Rockwell Farmers' Incorporated Co-operative Society of Iowa, has, in the past two years, done a business of \$602,000 and \$601,000 respectively, handling grain and all sorts of merchandise; and after a career of several years is as strong and healthy as ever.

This Rockwell Society has been a great temptation to envious farmers, who have sought to imitate its successful methods; but though imitators have been many, few have succeeded at all and none to any marked degree. The Rockwell Society is *sui generis*; and even where it has assumed the role of a familiar friend and guide, it has been unable to lift its imitators up to its own level. For the imitators have had no protecting genius, as has the Rockwell Society in the person of its founder, N. Densmore, a man of dominating personality, able to keep both the obstreperous and the malecontents on their good behavior.

Paradoxical as it may seem, the success of the Rockwell Society, theoretically one of the most democratic of organizations, is due to the forcefulness of a single man, Thos. Chappell, the business manager, whose managerial word is final. The Society's imitators have failed to recognize the truth that to succeed the members of a co-operative society must needs surrender wholly their own individuality and submit to the absolute rule of a managing autocrat. Here is the stumbling block over which so many have tripped and others will trip; because autocracy is not popular with genuine Americans in any form for any purpose.

### NO MORE CHEAP CORN.

It is a favorite theorem with corn enthusiasts that the days of 25-cent corn in the Middle West are gone. And indeed the rapid rise of corn land values in Illinois and Iowa in the past four years would seem to indicate that the theorem has been accepted as proved, at least by investors in lands. Certainly corn lands, in, say McLean County, Illinois, at \$110 to \$135 per acre, would pay but little on such an investment with corn at 25c to the farmer.

A study of the statistics of yields and exports seems to sustain the theorem, however. Compare the yield of 1901 with that of 1894. That of 1901 was 300,000,000 bushels greater than that of 1894, yet the exportation in 1901-2 was but about 12,000,000 bushels compared with 24,000,000 bushels in 1895. Of course, the difference in export prices (70 cents for crop of 1901 and but 45 cents for crop of 1895) had its effect last year, since it is assumed that Europe will not take corn when the price passes a certain figure; but, after all, the fact is that the reserves of corn of 1901 now are much smaller

than of the crop of 1894 at this date. The country is, in fact, bare of old corn.

This may be accounted for in various ways, but the significant fact bearing on the theories in hand is, as the New York Evening Post points out, that—

"the country's population, between these two harvest failures, increased no less than 13¼ per cent. At the close of 1894, the government experts reckoned our population at 69,134,000 souls. At the close of 1901 their figure was 78,437,000. To-day, it is 79,799,000. Supposing the country to have consumed two billion bushels of corn under normal circumstances, eight or nine years ago, it could use up 2,300,000,000 to-day, without any increase in per capita consumption."

This fact of our ability to eat nearly all our own corn might indicate a price for export that would put it beyond the European demand; but the heavy exports of the past few weeks, in spite of the freight blockade, indicates that Europe, too, has been bare of this cereal and is becoming reconciled to somewhat higher prices than she formerly would consent to pay for corn.

### SCIENTIFIC GRAIN INSPECTION.

Several of the chief inspectors have in this number added their views to those printed here a month ago on the merits of the McCumber bill. The bill is generally condemned as badly drawn—evidently the work of some one quite unfamiliar with the practical work of inspection. It has all the spots of a campaign document, prepared for the edification of the knocker class of farmers in the Northwest. In spite of the faults of the bill, the principle is quite likely to reappear in congress and the grain exchanges of the country must be prepared to fight it.

Meantime it is encouraging to think that, contrary to expectation, the Agricultural Department may not father a bill to create a system of national inspection. The department's investigations into the commercial methods of handling grain, by Frederick S. V. Seoville, botanist of the department, appear, from press articles based on advance information of a report soon to be issued, to have taken another and more laudable direction, being a search for a scientific method for inspecting grain, the development and use of what would itself tend toward that uniformity of inspection so much desired by the trade and urged by the Chief Inspectors' Association.

Mr. Seoville, it seems, has devised a system or apparatus with which he is able to determine quickly, by experiment, and exactly, the amount of moisture contained in a given sample of grain; just as the late S. H. Stevens, by the use of his mechanical Arbitrator, was able to determine accurately the amount of impurities contained in a sample of flaxseed. The grading of corn more especially is largely determined by the amount of moisture it contains; and having predetermined the amount of chemically and mechanically combined moisture a sample of corn may contain to grade No. 2, it remains to ascertain exactly this content when grain is on the line. This Mr. Seoville would do by taking a sample of the grain in dispute, then convert it into meal by grinding, weigh it, and then drive out all the moisture by heating the meal in an oven and reweigh; the difference in the two weights will be the exact amount of moisture in the original sample of grain.

This is simple enough—a method that many industries have long since put to practical use for an industrial purpose, as in the potteries. The difficulty in the present case will be to get the inspectors to use the method. They will tell you they haven't time to do all this; it is much easier to hand the disputed sample to the supervising inspector and take his word for it—which may be right, but which is subject to experimental revision—if the shipper might insist on it.

### OFFICIAL SLANDER.

The Illinois Warehouse Commission is at least consistently wrong. Having arbitrarily made the Illinois Grain Dealers' Association party defendant in a controversy between D. H. Curry & Co. and the Illinois Central railroad over the distribution of cars at Mason City, etc., the Commission, after several weeks of cogitation, has found the Association guilty of conspiracy; and with that injustice which characterizes a man who has done another one deliberate injury, it proceeds to do the Association a second by slandering it.

In February, it will be remembered, D. H. Curry & Co. complained to the Commission that the Illinois Central road was giving the Farmers' Elevator Company at Mason City more grain cars than it delivered to them, and asked an order on the Illinois Central road to stop such discrimination. Now, as neither of the parties in interest were or are members of the Illinois Grain Dealers' Association, it is difficult for the normal mind to see the propriety of dragging that Association into the case in any capacity, much less as a party defendant—and the charge, too, against the Association one of trying to injure the Farmers' Elevator Company; when the real complaint before the Commission was that the Farmers' Elevator Company and the I. C. road were in conspiracy to injure D. H. Curry & Co.

In spite of protests, the Association was, on the motion apparently of the farmers' elevator people, put on its defense; and on the 8th inst. the Commission adds to its original injury of giving the Association the unmerited notoriety of the trial by going out of its way—in issuing an order directing the I. C. R. R. Co. to distribute cars to Curry & Co. as asked for by the latter—to declare its belief, as the press report says, "that an understanding existed between Curry & Co. and the Illinois Grain Dealers' Association not to handle the grain of the Farmers' Elevator Company at Mason City, and that Curry & Co. were willing to agree to anything to prevent the competing companies at Mason City from marketing their grain."

If that muddled kind of reasoning is the actual decision of the Commissioners on a complaint made by Curry & Co., in ruling in their favor—as was here remarked two months ago, "truly our old friend Dogberry will have to look to his honors." The Commission is after him hot foot.

The appointments of Chas. F. Lias to be chief inspector of flaxseed at Chicago, and of E. W. Harris to be his assistant, are promotions in the office, Mr. Lias having been the late S. H. Stevens's assistant, and practical examples of evil service of the real sort.



## EDITORIAL MENTION

The bucket-shops are dying hard, but they are dying.

If trading in puts and calls is legalized in Illinois what becomes of Milwaukee?

Shortages due to the acts of the carrier may, of course, be recovered for, if the shipper is willing to pay for a law suit.

The Hay Trade Journal of Canajoharie, N. Y., has sold its office building to the Beech-Nut Packing Co. and have moved into new and improved quarters.

The establishment of a grade of standard oats has not solved the oats problem, after all. It's pretty hard to deliver contract stuff when the inspector won't pass it, be it oats or something else.

In South Dakota the line elevator companies have discontinued the sale of flour, while the mills buy no wheat except for their own grinding. This is a fair division that ought to benefit both parties.

A provincial paper of Kansas suggests that while the local farmers' elevator company may be all right, "any time it attaches itself to the Butler-Vincent combination it might just as well be in hades with its back broke." Which is not eloquent, perhaps, but forceful.

Gov. Odell has signed the Erie Canal bill, authorizing a loan to enlarge the canal on the 1,000-ton barge plan. The loan is subject to the approval of the people of New York state, the procuring of which will be no boy's plan, if we are to judge by the temper of the farmers' papers.

The clover seed season has closed and new deals will be in October—new crop. "Here's hoping," says King & Co., Toledo, of course, "the next season will be as interesting and as profitable and that the knockers will become boosters and help to make the interior dealers happy." Go you!

The bucket-shop bill in the Minnesota legislature, which the Commercial West enthusiastically characterizes as "admirable," has been practically killed in the interest of a substitute which, if adopted, would legislate all grain exchanges in that state out of existence. They seem still to need educating up in the Northwest.

The shipper can himself stop some of his terminal troubles by ceasing to encourage them by his own acts. If he would send his receiver a full record of the shipment, including weight (which should also be marked conspicuously on the car itself), expected grading, record of car seal, etc., it would greatly assist the receiver in getting all the car is entitled to and encourage the weighing and inspection departments to better service and closer recording of their work.

The sloppiest shipper generally makes the loudest complaint when a car goes wrong in any way.

The legislatures will all bear watching, the more so that the sessions are drawing to a close. In Illinois and Minnesota the civil service bills especially should receive the attention of grain dealers; and in those states, as also in Wisconsin and Nebraska, there are other proposed measures likely to benefit or annoy the trade.

The beneficiaries of the former reinspection system at Kansas City object to fair methods of transferring grain and even attempted for a brief period to nullify the new rules adopted by the Board of Trade by refusing to buy grain under them until that body "sat on" them. Nothing is harder to kill than a once legalized graft.

The decision knocking out the Northern Securities Company railroad merger has given renewed interest to the new Elkins law and its possible influence on rates and discriminations. Much is predicted for the law and expected of it, but only a Supreme Court decision from Washington will now determine its actual scope and potency.

The legislature of Oregon has undertaken to copper the scheme of the warehouseman who stores wheat, but has none to deliver on his warehouse receipts when the grain is called for. The state law now requires all warehousemen to put up bonds of \$1,000 to \$25,000 each, from which fund the owners of the grain may recover should the operators sell the grain and forget or be unable to pay for it.

District meetings of the Grain Dealers' Union will be held at the Huckins Hotel, Sedalia, Mo., on Tuesday, April 21, at 2 p. m.; at the Merchants' Hotel, Moberly, Mo., on Wednesday, April 22, at 2 p. m., and at the Ringo Hotel, Mexico, Mo., on Thursday, April 23, at 2 p. m. All regular grain dealers, track buyers and commission merchants, as well as railroad officials, are cordially invited to attend any one if not all of these meetings.

A movement has begun at New Orleans to consolidate the Board of Trade and the Maritime and Merchants' Exchange, and thus abolish the double-headed grain inspection of that port. Without taking any part in this inspection controversy, or considering the merits or demerits of either of the inspections, it must be confessed the double inspection is an anomalous condition which ought to be abolished as quickly as possible.

The bill in the Illinois legislature to stop speculation in grain and other products in this state is but the reappearance of one of those vicious bills which our very cheap legislators are forever trying to make into laws. The difference between speculation and gambling may not appear plainly to some folks, but it is very real and so very important that a legislator who can't see the difference ought to be sent home. Speculation is the very soul of trade and is as wholesome in morals as it is essential to the conduct of modern business. And although some

speculation does have the color of gambling, no legislator has yet appeared wise enough to make a law to restrain the one without doing irreparable damage to legitimate business.

An inquiry into the legality of local rates on grain and grain products of the leading granger roads has been instituted by the Interstate Commerce Commission. The rates specially under consideration are those made during the last half of 1902, east of Missouri river. The roads are required to make answer by May 1. These inquisitions seem somehow to mean more than they used to mean; but, after all, until the Commission can bring the roads to book by a mandate that will be promptly obeyed in letter, the evidence elicited is usually more interesting than practical, except where it is used in a court of record.

A farmers' elevator company always is supposed to be founded on the golden rule. But if we are to judge from the balance sheet of the "busted" company at Berthoud, Colo., they interpret the rule—out in Colorado, at least—*a la* David Harum: "do" your neighbor, "and do it fust." At any rate, the liabilities were \$167,387, against \$32,000 of assets, while the storage account showed uncanceled warehouse receipts for 26,000,000 pounds of grain, with only 381,500 pounds on hand. If it had been a wicked grain dealer instead of a goody-goody co-operative concern, the business could not have "done" its patrons any more completely.

Owing to the complaints filed by German importers of the character of River Plate wheat received, it is proposed by a member of congress to have the government establish a system of inspection for wheat exported from the Argentine Republic. The proposition is to adopt the Australian system with dairy products, which means that the government would prohibit the exportation of wheat below a certain grade. The Review of the River Plate is not, however, very enthusiastic. It thinks that when exports run from one to two hundred thousand tons a week any satisfactory inspection would be difficult in itself, and it would be still more so to have an inspection that would have the confidence of the foreign buyer; besides, who would pay the cost? is a not unimportant question.

We have no means of knowing the probable fate of Senator Pugh's bill to put the grain inspection department of Minnesota under civil service rules, but it is within the bounds of propriety to say that in no state is such a law more needed. In the past eight years both parties have controlled the offices of the state, and both in turn have made clean sweeps of the employees of this department, from top to bottom. These merciless slaughters of the employees may or may not have had their effect on the service; it is certain such a system could not improve it. In Illinois the present inspector, as did his predecessor, insists that there has been no change of track inspectors for years, and we have no reason to doubt the truth of the statement; but in Illinois, as in Minnesota, there is no law to make wholesale changes illegal and impossible. There should be, in order to protect both a conscientious chief inspector from



politicians who would degrade the service and the public from a conscienceless inspector who might feel disposed to use his office to pay his political debts. In both Minnesota and Illinois it is now possible to obtain this reform—if grain dealers insist upon having it.

As might have been expected, the corn delayed in transit to the East is not the only corn that has gone wrong. From all parts of central Illinois there are reports of hot and heating corn in the elevators. In some cases it has turned out so badly it has had to be destroyed as worthless. The dealer at Portland, Me., then, who had a Chicago car of corn on the road from Jan'y 20 to April 1 and found it in good condition on arrival has reason to shake hands with himself; his neighbors who had corn billed a month earlier and also two months on the road found a corn field well started in their cars.

The third annual distribution of the Sir W. C. Macdonald prizes to Canadian farmer boys and girls for the production of seed wheat (fall and spring) and oats was made at Toronto on March 6. A tabulation of the results of the contests for the past three years shows a remarkable increase in the number of grains per head and of the weight of the grains produced on the 800  $\frac{1}{4}$ -acre plots entered in the competitions. The spectacle of such a competition as an encouragement to scientific agriculture makes our own disgraceful seed distribution by congress look like three Canuck dimes in Peoria.

There is a bill in the Illinois legislature to amend the warehouse law by fixing the maximum storage charges at higher rates than are now made by the elevators. The object of this bill is not so clear to the public as it may be to its author. Then there is another bill to legalize demurrage charges, making the railroads reciprocally subject, however, to a similar charge, payable to the shipper in case cars are not furnished him on demand. The payment would be in the nature of exemplary damages, being additional to the amount the shipper could show he had actually lost by reason of not having obtained cars as ordered. Such damages are not uncommon, but are not encouraged by the courts, for obvious reasons.

The action begun at Cleveland by John B. Daish on behalf of the National Hay Association, in the name of the Interstate Commerce Commission, to compel the L. S. & M. S. and other railroads in the official classification territory to obey the order of the Commission to reduce the hay classification to the sixth class and to make a rate accordingly, is a much more important cause than appears from the casual notice it has received from the newspapers. It will, among other things, settle the question whether existing laws are sufficient to cause an order of the Commission to be obeyed. Early in the history of the Commission the transportation companies did feel it incumbent on them to pay some attention to such orders, but after a few decisions in their favor the roads have since ignored the Commission when they found it so to their interest. Is the Elkins law sufficient to restore this lost power of the Commission? An-

other question the case will settle is whether the Elkins law has indirectly, because of its direct mandates, the power to raise or lower rates on interstate traffic. The railroads, in defending the case at bar, will contend that if the Commission has this power it must also have the power to fix rates, which the roads will hold is a function of congress only.

The proceedings of the annual meeting of the National Hay Association, held in June last, appeared recently; and Secretary Goodrich is to be congratulated on the fine appearance of his pamphlet. The most valuable feature of the report to the trade, at this moment, is the list of members to date of going to press. The Hay Association seems to consider it good policy to publish their proceedings at this very late date, since the report is habitually thus delayed; but we confess, without wish to be captious, that we don't quite understand the philosophy of the policy. Usually readers want those things "hot." It may be the report is considered a good campaign document to increase the membership before the next meeting in June, 1903, at Chicago; it looks that way.

A bill has been introduced in the Minnesota legislature to compel the elevators to pay the farmers for the screenings taken from wheat at the rate of one-third the price of the wheat. The author of the bill estimates that his scheme would put "more than a million dollars into the pockets of Minnesota farmers," etc. Now, if the screenings are so valuable, why do not the farmers clean their own grain and use the screenings for poultry or stock feed? They are not too lazy to do this, nor is it expensive. The truth is the farmer takes his screenings to the elevator because he hopes to sell them at the price of good wheat, and undoubtedly he does get more cash for them at the elevator than they are worth to him at home, or he would not sell them there. Some farmers do not know their business, of course; but the men who say the most uncomplimentary things about the farmers generally are the underdone legislators who assume to make laws for their protection.

The Sintaluta case reported last month is of course of no practical interest on this side the line, except as a sample of the length to which the craze of individuals to do their own shipping of grain may go. In the Canadian west the railroads are manifestly unable to handle promptly the present wheat and oat crops, under the most favorable circumstances, nor will they be able to do so for several years to come. Nevertheless the grain act—more especially if the interpretation is sustained, that each farmer shall be considered "an applicant" of the same character as an elevator—puts the majority of the farmers, who use the regular elevators or sell their grain to them directly, at the mercy of a comparatively few malcontents, thus completing by legal process the machinery for making it as difficult as possible for the railroads to get grain to the lakes or to tidewater. In fact, a more perfect specimen of bureaucratic how-not-to-do-it in handling grain could hardly be devised than this Canadian grain act, which is still so unsatisfactory to the knockers that they now demand amendment of

the law to make impossible a construction of the act by the courts along lines likely to relieve the inevitable congestion that must annually recur.

The bill in the Indiana legislature designed to enable sound mutual fire insurance companies of other states to do business in Indiana, after passing both houses by overwhelming majorities (90 to 0 in the house and 37 to 4 in the senate), was vetoed after adjournment by the governor, although two years ago he signed a bill almost identical, but whose unconstitutional features the present bill omitted. This action is quite inexplicable, save that the governor developed a sudden solicitude for the existing stock companies in Indiana. Another effort will be made in the next legislature by Indiana insurers to enlarge the competition in insurance.

The repeal of the Illinois law outlawing puts and calls would, of course, stimulate speculation at Chicago. It would also afford a very few distinctively grain merchants another means of insuring deals; but as the latter are not without protection in any event, the "promoters of speculation" ought to take counsel together whether they are likely to do the Board more damage than good by the repeal. The speculative side is about the only side of the Board the public can see readily, and the Board is always subject to a deal of criticism—and the country grain dealer's business along with it. As the Pope & Eckhart Co.'s circular said the other day: "There are other measures of greater importance to the grain trade at large and to the welfare of this great market which deserve—but do not get—much help from the speculative contingent." The trouble is the effort is made to benefit always the wind trader and not the handler of the real stuff. The effort should be toward the opposite effect.

The annual meetings of three big Western grain associations were held during the past thirty days and are fully reported in preceding pages. The secretaries' reports are very interesting documents. Without having been so intended, they are, taken in connection with President King's address at Des Moines, complete and convincing answers to any captious charge of illegitimacy of the associations' purposes. It is possible that in some parts of Kansas a reasonable excuse may exist for a dealer's temporary withdrawal from membership, as Mr. Smiley reports; but we believe that, after all, the dealer, even in the "hot" parts of Kansas, would, in the end, win out, both in cash and in the respect of the reasonable farmers of his community, by standing by his guns. The improved methods at terminals effected by the associations and the services to agricultural colleges rendered by the associations, of which the farmers reap the benefits, all give the lie to the agricultural papers, which, having for obvious purposes taught many of their patrons to patronize the big catalogue houses instead of their local merchants, are now adding another injury to the farming community by trying to stir up strife between farmer and grain dealer—if possible to isolate the farmer wholly from the companionship and sympathy with the community in which he lives and of which he is a part. It is mean business.



## TRADE NOTES

The contract for machinery for the new Northern Central Elevator at Canton (Baltimore), Md., has been awarded to the Webster Mfg. Co. of Chicago.

C. H. Booth, manager at Kansas City, Mo., for the Marseilles Manufacturing Company of Marseilles, Ill., visited the factory of the company recently.

The April number of "Graphite," the house organ of the Joseph Dixon Crucible Co., has a number of interesting articles on the subject of paint for buildings.

A large addition to the plant of the Link-Belt Machinery Company at Chicago, Ill., has been completed. The enlargement was necessary to properly care for the company's increasing trade.

Johnson Bros., of Fairbury, Ill., have invented a grain dump for conveying corn from a wagon to the crib. They are desirous of securing a suitable location for a factory to manufacture the device.

H. E. Furnas, the well-known representative of the S. Howes Company of Silver Creek, N. Y., has removed from Battle Creek, Mich., to Toledo, Ohio, where he is located at 16 Produce Exchange.

It is announced that W. R. Martin of West Superior, Wis., has bought a manufacturing plant at St. Louis Park, Minneapolis, Minn., in which he will commence the manufacture of grain grinding machinery.

E. L. Galt, agent at St. Louis, Mo., for the N. P. Bowsher Co., of South Bend, Ind., has been obliged to seek new quarters on account of the building at 404 N. Main street, where he has been located for some time, being wrecked.

Henry Clews & Co., of New York, have issued the Investment Guide for 1903. This is the sixth annual number of this publication, which is devoted to giving detailed information about the railroad and leading industrial stocks and bonds.

The retirement of W. P. Northway has resulted in the reorganization of the Strong & Northway Manufacturing Company of Minneapolis, Minn. A. W. Strong has been elected president and E. A. Pynch secretary and treasurer. The style of the company remains the same.

L. O. Hiekok, elevator builder of Minneapolis, has the contract for two 50,000-bushel transfer houses, one in Minneapolis and the other at an outside point. In addition to these he will also build a number of country houses with capacities of 30,000 to 40,000 bushels.

A new firm has been organized at York, Pa., under the style of the Automatic Scale Co., to manufacture grain scales upon which the company holds patents. The officers are George Reider, president; Daniel E. Small, secretary and treasurer, and G. W. Yost, manager.

The Beall Improvements Co. of Decatur, Ill., has recently sold Non-vibrating Corn Cleaners to Sam W. Weidler Co., La Fayette Hominy Mill Co., La Fayette, Ind.; Portsmouth Cereal Co., Portsmouth, Ohio; J. F. Weiser & Co., Hico, Texas; Plymouth Milling Co., Le Mars, Iowa, and Amelia Milling Co., Atlanta, Ga.

"What They Say" is the title of a little folder issued by Rosenbaum Brothers, 77 Board of Trade, Chicago, giving extracts from letters received by the house from out of town customers. If it is true that "a satisfied customer is the best advertisement," this folder should prove a most convincing piece of advertising for Rosenbaum Brothers.

B 6 Catalogue of the Dodge Manufacturing Company of Toronto, Canada, the third issue of which is just from the press, is an imposing book of 311 pages and cover. The book is 5 7/8 x 9 and is printed on heavy calandered paper, with a handsome cover design in drab and gold. The catalogue illustrates and briefly describes the general line of grain handling and power transmission specialties made

by the Dodge Manufacturing Company and explains the company's methods of doing business. In addition to this the book contains much information that will be found valuable by elevator owners and power users in general.

Among the recent orders for the Tweedale & Harvey Drier, made by Tweedale & Harvey, room 905, 303 Dearborn street, Chicago, was one for a 300-bushel machine for the Hammond Elevator Co., of Hammond, Ind., and one for a 200-bushel machine for the new elevator of the Union Grain & Hay Co., of Cincinnati, Ohio.

J. H. Hemperly is representing The Wolf Company of Chambersburg, Pa., on the North Pacific Coast, viz., Oregon, Washington and Idaho, with offices at 313 Alisky building, Portland, Ore. He says the outlook for trade in that section is exceedingly fine and he expects to secure a good share of the business for his company.

The sole agency for the Northwest and Canada of the Invincible Grain Cleaner Company of Silver Creek, N. Y., has been secured by the Strong & Northway Manufacturing Company of Minneapolis. Charles H. Scott, the Minneapolis agent for the Invincible company, has become identified with the Strong & Northway Manufacturing Company.

Rosenbaum Brothers, 77 Board of Trade, Chicago, are sending out a card showing the shipping terms defined by a recent vote of the Chicago Board of Trade. This information is of vital importance and all grain dealers who ship to the Chicago market are advised to write Rosenbaum Brothers for one of these cards and post it where it will be readily accessible.

The Younglove & Boggess Co. of Mason City, Iowa, has filed a certificate of incorporation with the secretary of the state of Illinois in accordance with the laws of the latter state relative to foreign corporations. The company's capital stock is \$25,000, of which \$3,200 is in use in Illinois. The Younglove & Boggess Co. is rapidly extending its business in Illinois and now has a number of contracts for the erection of elevators in this state.

Goffe, Lucas and Carkener, of Kansas City, Mo., are sending the trade a booklet that is something unique in the way of advertising matter. It is a die-cut folder and shows a typical traveling man seated on a box. The box forms the cover for the reading pages, of which there are twelve containing an argument in the first person that is decidedly interesting. Incidentally the booklet calls attention to the fact that April 1 was the firm's tenth birthday.

F. Barteldes & Co., proprietors of the Kansas Seed House at Lawrence, Kans., have issued an attractive catalogue for 1903. The book is 6 5/8 x 9 3/4 in size, 80 pages and cover. The cover design is a handsome piece of three-color work and the reading pages are illustrated with a large number of well-printed cuts. The catalogue contains descriptions and prices of the various specialties carried by this firm and will be found valuable by the grain dealer who handles seeds in connection with his regular line.

T. F. Costello, elevator builder and contractor of Grand Forks, N. D., has formed a partnership with L. West, for 18 years with the Minneapolis and Northern Elevator Co., as master mechanic and engine expert. The new firm will be known as Costello & Co., and will engage in the construction of elevators and warehouses on an extensive scale. A branch office will be maintained at Winnipeg, but the headquarters will continue to be in Grand Forks. The new firm has a number of important elevator building contracts on hand and is making an active campaign for new business.

The Maroa Manufacturing Co., of Maroa, Ill., has recently shipped Boss Car Loaders to the following parties: Trompen & Son, Hickman, Nebraska; C. F. Seaward, Kokomo, Indiana; H. J. Barnett, Rich Valley, Indiana; Smith & Jones, Morocco, Indiana; Ed Morris, Magnet, Illinois; J. M. Davesse, Montezuma, Ohio; S. J. Beeghly, Scipio Siding, Ohio; C. L. Dungau, Brimfield, Illinois; C. H. Whitaker & Son, Ellsworth, Illinois; Pierce Grain & Im-

plement Co., Union City, Indiana, (2 loaders); L. L. Norton, Adriaui, Illinois; Finch & Freeman, Dayton, Indiana; E. J. Buchanan, Grass Creek, Indiana.

The Hess Warming & Ventilating company reports an unusual demand for driers, and advises us that the driers heretofore erected by them are being operated day and night to their utmost capacities for drying corn for the eastern demand. It has been demonstrated to the complete satisfaction of eastern buyers and exporters that kiln-dried corn will carry safely and arrive in perfect condition; and because of its carrying qualities these buyers now demand that their orders be filled with the kiln-dried article. Hence the strenuous operation of plants now existing, and hurried operations in preparing new driers for use. An order has just been placed by the Texas & Pacific railway company for an immense Hess drier to be erected at their Westwego elevator in New Orleans, similar to that ordered by the Illinois Central railway company for the same point, and of the same size as that now being erected for Bartlett, Frazier & Company, Chicago. Among other contracts being filled are the following: A No. 6 grain drier for the Updike Grain Company, Omaha, previously mentioned in these columns; a hominy feeder drier; a corn meal drier; and a germ drier, for the American Hominy Company, Indianapolis; a boiled wheat drier and a flake-toasting oven for the Cero-Fruto Food Co., Battle Creek, Michigan; an oats-parching drier for the Atehison Oatmeal and Cereal Company, Atchison, Kas.; a flake-toasting oven for the Neutrita Food Company, St. Joseph, Missouri. The Hess company has just received the first numbers of a new catalogue describing apparatus made for this work, and will supply copies to inquires upon request.

### NEBRASKA GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Nebraska Grain Dealers' Association will be held at the Lindell Hotel, Lincoln, Nebr., on Wednesday and Thursday, April 22nd and 23rd, first meeting at 2 p. m. Wednesday, April 22. Perhaps never before in the history of this Association were matters so vitally interesting to the grain trade ready for consideration, some of which will require much time to dispose of. In addition to the usual business transacted at the annual meeting, there will be reports made by the legislative committee and by one or two other special committees which members can obtain information of only by attending this meeting, as the subject matter is so voluminous as to preclude the possibility of it being distributed in print.

Secretary Bewsher says: "In no past year has the effort put forth in behalf of the dealers been so strong as that attempted during the past one. It is absolutely necessary that every member be present so that he may hear the report of these various committees, and devise ways and means for the completion of the work begun by them. I therefore trust that every member will deem it his duty to attend this meeting."

Owing to other more important work, it was thought best to abandon the proposed excursion.

### AN OPEN BOARD SENSATION.

After a season of more or less inactive activity since its recent resurrection, the Chicago Open Board has again achieved a temporary conspicuity by the announcement that Geo. T. Sullivan, the big man of the Open Board, is about to break into the cash grain business. This information, when made public, "caused quite a stir," the papers said.

It is added that Mr. Sullivan, "backed by Wall street," will build and buy elevators "in Chicago and throughout the West" until "all the grain dealing towns will be included in the string." Eugene Purtell has been called from Milwaukee to Chicago to take charge of the new departure which will be organized as the George T. Sullivan Grain and Elevator Company.

Idaho feeders have been buying corn from Kansas and Missouri.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Apr. 11, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oat, bu.	Rye, bu.	Barley, bu.
Baltimore	183,300	677,000	83,000	42,000	.....
Boston	34,000	463,000	7,000	.....	.....
Buffalo	862,000	.....	.....	5,000	29,000
do. afloat	.....	.....	.....	.....	.....
Chicago	6,238,000	3,615,000	112,000	404,000	.....
do. afloat	104,000	224,000	305,000	.....	.....
Detroit	432,000	61,000	18,000	77,000	21,000
do. afloat	.....	.....	.....	.....	.....
Duluth	6,117,000	1,000	1,555,000	86,000	415,000
do. afloat	.....	.....	.....	.....	.....
Fort William	4,018,000	.....	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
Galveston	185,000	89,000	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
Indianapolis	202,000	120,000	27,000	2,000	.....
Kansas City	1,183,000	307,000	63,000	.....	.....
Milwaukee	878,000	24,000	582,000	25,000	185,000
do. afloat	.....	.....	.....	.....	.....
Minneapolis	12,875,000	31,000	1,232,000	87,000	420,000
Montreal	507,000	41,000	104,000	4,000	15,000
New Orleans	763,000	375,000	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
New York	194,000	547,000	459,000	13,000	98,000
do. afloat	.....	.....	.....	.....	.....
Peoria	522,000	69,000	212,000	63,000	.....
Philadelphia	20,000	412,000	129,000	4,000	.....
Port Arthur	275,000	.....	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
St. Louis	1,659,000	188,000	101,000	49,000	3,000
do. afloat	90,000	.....	.....	.....	.....
Toledo	758,000	790,000	228,000	18,000	.....
do. afloat	.....	.....	.....	.....	.....
Toronto	34,000	.....	4,000	.....	.....
On Canal	.....	.....	.....	.....	.....
On Lakes	1,392,000	935,000	1,126,000	160,000	446,000
On Miss. River	239,000	.....	7,000	.....	.....
Grand Total	40,164,000	8,969,000	6,679,000	1,039,000	1,662,000
Corresponding date 1902	46,611,000	7,550,000	3,051,000	1,972,000	1,178,000
Weekly Inc.	1,794,000	872,000	670,000	79,000	41,000
Weekly Dec.	.....	.....	.....	.....	.....

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 40 weeks ending April 6, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902-3.	1901-2.
St. Louis	29,376,000	16,282,000
Toledo	12,388,000	6,484,000
Detroit	3,295,000	2,468,000
Kansas City	24,233,000	17,905,000
Winter	69,292,000	43,139,000
Chicago	33,442,000	42,339,000
Milwaukee	7,692,000	9,939,000
Minneapolis	80,192,000	75,944,000
Duluth	35,424,000	41,179,000
Spring	156,750,000	169,401,000
Total bus., 40 weeks	226,042,000	212,540,000

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Apr. 11, has been as follows:

MARCH	NO. 2* R.W. WHT	NO. 1* SP. WHT	CORN. NO. 2	ST. OATS.	NO. 2 RYE.	NO. N. W. FLAXSEED
	Low.	High.	Low.	High.	Low.	High.
12	73 3/4	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
13	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
14	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
15	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
16	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
17	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
18	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
19	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
20	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
21	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
22	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
23	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
24	70 1/2	71 1/2	43 1/2	43 1/2	34 3/4	49 1/2
25	70 1/2	71 1/2	43 1/2	43 1/2	34 3/4	49 1/2
26	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
27	70 1/2	71 1/2	43 1/2	43 1/2	34 3/4	49 1/2
28	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
29	70 1/2	71 1/2	43 1/2	43 1/2	34 3/4	49 1/2
30	70 1/2	71 1/2	43 1/2	43 1/2	34 3/4	49 1/2
31	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
Apr. 1	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
2	71 1/2	72 1/2	44 1/2	44 1/2	35 3/4	50 1/2
3	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
4	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
5	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
6	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
7	72 1/2	73 3/4	45 1/2	45 1/2	36 3/4	51 1/2
8	73 3/4	74 1/2	46 1/2	46 1/2	37 3/4	52 1/2
9	74 1/2	75 1/2	47 1/2	47 1/2	38 3/4	53 1/2
10	73 3/4	74 1/2	46 1/2	46 1/2	37 3/4	52 1/2
11	73 3/4	74 1/2	46 1/2	46 1/2	37 3/4	52 1/2

\*Nominal price. †Holiday.

During the week ending March 20 Prime Contract Timothy Seed sold at \$3.50@3.52½ per cental; Prime Contract Clover Seed at \$11.50@12.25; Hungarian at \$1.25@1.60; German Millet at 90c@1.15; buckwheat at \$1.25@1.40 per 100 pounds.

During the week ending March 28 Prime Contract Timothy Seed sold at \$3.35@3.42½ per cental; Prime Contract Clover Seed at \$12.25@12.50; Hun-

garian at \$1.25@1.60; German Millet at 90c@1.15; buckwheat at \$1.25@1.40 per 100 pounds.

During the week ending April 3 Prime Contract Timothy Seed sold at \$3.00@3.35 per cental; Prime Contract Clover Seed at \$11.50@12.25; German Millet at 70c@1.15; buckwheat at \$1.25@1.40 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of March, 1903.

**BALTIMORE**—Reported by Wm. F. Wheatley, secretary pro tem of the Chamber of Commerce.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	156,885	744,179	48,191	461,690
Corn, bushels	4,167,453	468,543	3,773,859	157,190
Oats, bushels	237,988	113,157	1,434	7,374
Barley, bushels	10,082	7,354	.....	.....
Rye, bushels	148,711	126,998	21,429	26,427
Timothy Seed, bushels	2,822	757	1,110	.....
Clover Seed, bushels	18,819	17,074	545	.....
Hay, tons	7,363	4,107	1,841	2,297
Flour, bbls.	333,592	319,905	262,687	145,325

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	31,202	450,031	554,471	1,941,749
Corn, bushels	1,561,481	87,059	1,064,635	69,427
Oats, bushels	538,162	507,464	2,720	48,427
Barley, bushels	17,117	9,334	8,493	.....
Rye, bushels	1,575	1,100	.....	.....
Flax Seed, bushels	2,568	.....	.....	.....
Millfeed, tons	1,085	1,113	402	605
Corn Meal, bbls.	4,265	2,990	1,523	743
Oat Meal, bbls.	15,003	7,425	4,937	3,324
Oat Meal, sacks	2,716	1,100	7,131	5,245
Hay, tons	15,250	20,830	2,150	12,280
Flour, bbls.	164,282	115,797	95,882	28,494

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	841,250	1,487,525	596,801	1,090,926
Corn, bushels	6,540,450	2,966,734	5,112,680	1,274,616
Oats, bushels	8,046,750	3,838,768	6,135,136	3,398,405
Barley, bushels	1,466,022	869,825	362,391	314,433
Rye, bushels	339,583	65,400	105,773	106,481
Timothy Seed, lbs.	4,568,484	2,263,145	8,428,000	6,439,771
Clover Seed, lbs.	1,278,713	714,072	1,847,500	1,807,307
Other Grass Seed, lbs.	1,427,520	1,278,325	1,108,739	2,246,737
Flax Seed, bushels	258,572	239,051	55,380	82,399
Broom Corn, lbs.	733,500	1,915,370	630,590	1,064,960
Hay, tons	18,103	21,334	943	2,216
Flour, bbls.	682,982	759,095	621,462	630,923

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	171,754	140,612	159,193	141,454
Corn, bushels	696,495	551,994	443,057	215,924
Oats, bushels	461,586	290,995	326,372	159,906
Barley, bushels	71,621	62,515	633	427
Rye, bushels	48,717	28,663	35,957	20,770
Timothy Seed, bags	2,024	3,867	4,906	5,845
Clover Seed, bags	7,301	9,381	6,443	9,113
Other Grass Seed, bags	8,828	5,719	11,362	12,052
Hay, tons	6,609	16,775	4,898	11,119
Flour, bbls.	157,418	212,165	121,434	166,639

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	92,059	177,184	85,205	67,077
Corn, bushels	860,594	783,768	324,321	354,967
Oats, bushels	591,423	453,294	219,907	285,923
Barley, bushels	35,509	840	.....	.....
Rye, bushels	.....	.....	.....	.....
Flax Seed, bushels	8,842	.....	.....	.....
Hay, tons	4,590	5,615	552	233
Flour, bbls.	80,550	55,950	23,840	8,960

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	113,167	101,523	56,533	69,399
Corn, bushels	316,111	105,902	128,915	102,014
Oats, bushels	241,818	209,779	55,551	31,198
Barley, bushels	122,827	130,945	21,536	34,962
Rye, bushels	33,322	14,928	28,902	63,766
Flour, bbls.	19,800	21,100	15,800	14,100

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	1,144,570	2,427,735	37,425	11,733
Corn, bushels	.....	.....	.....	71,022
Oats, bushels	372,754	42,577	25,201	12,981
Barley, bushels	154,337	27,386	14,694	18,557
Rye, bushels	11,109	4,077	.....	.....
Flax Seed, bushels	956,442	109,096	140,279	156,603
Flour, bbls.	178,415	355,170	68,415	85,790

**GALVESTON**—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts. 1903.	1902.	Shipments. 1903.	1902.
Wheat, bushels	.....	.....	713,680	208,000
Corn, bushels	.....	.....	1,230,086	.....
Rye, bushels	.....	.....	.....	.....

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels	1,188,000	820,800	946,400	847,200
Corn, bushels	1,659,200	1,196,000	1,579,200	1,400,800
Oats, bushels	637,200	486,000	586,800	502,800
Barley, bushels	2,000	3,000		2,000
Rye, bushels	11,200	19,200	19,200	8,000
Bran, tons				
Flax Seed, bushels	1,600	4,000		4,000
Hay, tons	13,300	11,350	9,840	4,850
Flour, bbls.			105,200	60,000



## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

A farmers' elevator is projected at Arcola, Ill.

The new elevator at Sharpshurg, Ill., is in operation.

The new elevator at McNabb, Ill., is nearing completion.

A farmers' elevator will probably be built at Menier, Ill.

Work has been commenced on the new elevator at Kinderhook, Ill.

The elevator on the Three I's at Reddick, Ill., has been repaired.

Ed. Walker has sold his elevator and hay barn at Millersville, Ill.

A third grain elevator is in course of erection at Mt. Auburn, Ill.

Farmers of Hartsburg, Ill., are talking of purchasing an elevator.

The new farmers' elevator at Athens, Ill., is ready to receive grain.

The Peru Elevator Co. of Peru, Ill., has filed articles of incorporation.

P. H. Stiner will make needed repairs on his elevator at Randolph, Ill.

An elevator will be built at Grand Ridge, Ill., by the Neola Elevator Co.

A contract has been awarded for the erection of a new elevator at Prairie City, Ill.

Work on the new elevator at Hayes, Ill., is being retarded by the lack of material.

Work is in progress on the new elevator of the Neola Elevator Co. at Honey Creek, Ill.

P. K. Wilson of Birkbeck, Ill., has bought the Bishop elevator property at Clinton, Ill.

The Atlas Elevator Co. is said to have let the contract for a new elevator at Earlville, Ill.

N. B. Cloudon & Son have completed a one-story frame feed mill near their elevator at Fairbury, Ill.

W. Murray has finished tearing down the old elevator at Savoy, Ill., and has the new house under way.

The farmers' elevator company now being organized at Mahomet, Ill., will have a capital stock of \$10,000.

Work is now in progress on the new elevator of the Highland F. M. B. A. Elevator Co., at Highland, Ill.

The La Rose Grain Co. of La Rose, Ill., is adding large storage bins to its elevators at Varna and Held, Ill.

Pendleton & Keyser of Mt. Sterling, Ill., have leased the Rottger Elevator from J. W. Burnett at that place.

C. W. Savage, a grain dealer of Virginia, Ill., has bought the business of Decker & Virgin at Little Indian.

The Mackinaw Elevator Co. of Mackinaw, Ill., has filed its articles of incorporation. The capital stock is \$4,000.

Ed. Kester, who is running the elevator at Hermon, Ill., has bought the lumber business of Hubert Babbitt at that place.

One of the elevators at Harmon, Ill., was compelled to shut down recently because of water getting into the grain pit.

The Farmers' Grain and Live Stock Association of Deer Creek, Ill., has awarded the contract for a 12,000-bushel elevator.

Sam Finney of Chicago, who has operated a line of elevators in Indiana through Churchill & Co. has started a house of his own.

Owing to increased business it has been found necessary to build an addition to the grain office of R. F. Cummings at Gilman, Ill.

A permit for a 1-story elevator at 102 Houston street and the Calumet river, Chicago, has been granted the Calumet Elevator Co.

H. L. Walton, formerly of Thomasboro, Ill., has formed a partnership with his uncle in the grain and vehicle business at Peotone, Ill.

The Farmers' Elevator Association of Mackinaw, Ill., has decided to build a 30,000-bushel elevator on the Big Four railway at that place.

The Pfeffer Milling Co. of Lebanon, Ill., has completed a 17,000-bushel elevator at Summerfield, Ill. A 22-horsepower gasoline engine will supply the power. Will C. Pfeffer is in charge. The company

has bought a lumber yard at Summerfield and will conduct a lumber business in connection with the elevator.

John Strope, formerly in the grain trade at Oreana, Ill., will reënter the field and will build a 30,000-bushel elevator at a cost of \$6,000.

A farmers' elevator company is being promoted at Pleasant Plaines, Ill., to build an elevator at Richland Station, near Pleasant Plaines.

Over \$4,000 is said to have been subscribed by farmers living near Adair, Ill., for the purpose of building a cooperative grain elevator at that town.

Farmers of Rowell, Ill., are organizing a stock company with a capital stock of from \$6,000 to \$10,000 to put up an elevator during the coming summer.

A farmers' elevator company is being formed at Mt. Zion, Ill. C. H. Scott has been elected president; J. B. Henry, secretary, and Alhert Scott, treasurer.

Albert Schwill & Co. have taken out a permit for the erection of a 6-story elevator at One Hundred and Third street and Avenue C, Chicago, to cost \$150,000.

An elevator will be built at Seneca, Ill., by the Seneca Grain, Lumber and Supply Co., a farmers' concern, which has been incorporated with a capital stock of \$20,000.

A farmers' elevator company has been organized at Deers, Ill., with the following officers: Chairman, L. H. Howser; secretary, W. J. Huss; treasurer, J. D. White.

The Grain Shippers' Protective Association of Chicago has filed articles of incorporation and the incorporators are G. H. Miller, A. E. Schuyler and G. W. Jeffries.

The Chicago Grain and Elevator Co. of Chicago has been incorporated with a capital stock of \$200,000. The incorporators are John J. Stream, Clarence W. Day and John H. Miller.

Articles of incorporation have been filed by the Weedman Grain Co. of Weedman, Ill. The capital stock is \$4,000 and J. H. Weedman, Abe Eppstein and John Kissak are incorporators.

The Farmers' Grain Co. of Tabor, Ill., has incorporated to deal in grain, coal, etc. The incorporators are W. T. Marvel, A. H. Smith and Henry Trigg, and the capital stock is \$5,000.

William Murray of Champaign, Ill., is building a warehouse adjoining his new elevator at Savoy, Ill. The building will be 44x48 feet and will have a capacity of between 50,000 and 60,000 bushels.

Burglars entered the office of H. N. Dickenson's elevator at New Lenox, Ill., recently and blew open the safe with dynamite, securing \$300 in currency. The interior of the building was badly damaged.

The Farmers' Grain, Live Stock and Cooperative Association of Herman, Ill., has been licensed to incorporate with a capital stock of \$1,000. John Bivans, W. A. Bogan and Joseph G. Moots are incorporators.

The H. Speer Milling Co. of Carmi, Ill., has let the contract for a 40,000-bushel fireproof storage tank. It will be erected north of the mill and will be 40 feet high, containing four bins of 10,000 bushels' capacity each.

The Richland Farmers' Elevator Co. of Richland, Ill., has been incorporated with a capital stock of \$5,000. The incorporators are M. Cordes, John P. Fetzer, J. S. Lyman, George P. Perry, J. A. Mendenhall and J. M. Peck.

The Croft Farmers' Grain and Live Stock Co. of Croft, Ill., has filed articles of incorporation with a capital stock of \$5,000, to deal in grain and live stock. The incorporators are S. E. Beebe, T. L. Croft and C. W. Gard.

The Broadlands Grain and Coal Co. of Broadlands, Ill., has filed articles of incorporation with a capital stock of \$5,000 to deal in grain and coal. The incorporators are J. A. Messman, A. G. Anderson and Wilson Clem.

Articles of incorporation have been filed by the Chatham Elevator Co. of Chatham, Ill., to deal in grain, seed, live stock and coal. The capital stock is \$6,500 and the incorporators are Richard L. Leaverton, Cyrus O. Fletcher and W. H. Odiorne.

The Decatur Elevator Co., Decatur, Ill., the incorporation of which was mentioned last month, has elected the following officers: D. S. Shellabarger of Decatur, president; B. G. Hudnut of Terre Haute, vice-president; O. N. East of Cerro Gordo, treasurer, and C. W. Cooper of Decatur, secretary and manager.

The new Farmers' Elevator at Delavan, Ill., has been completed. The house is 86 feet high and has a capacity of 35,000 bushels. It is equipped with modern machinery and was built at a cost of \$7,000. In addition there is a large office building and an engine house. The company is composed of eighty farmers, each of whom took stock to the amount of \$100. The president and manager of the company is S. M. Donley; vice-president, Harry Rummel; secretary and treasurer, C. G. Tomms,

and directors, W. R. Baldwin, H. C. Meeker, E. H. Sunderland, H. C. Wood, J. E. Woolf, James H. Harris and the officers, the latter being ex-officio members of the board of directors.

The recently organized farmers' elevator company of Broadlands, Ill., will, it is said, build a house near the 'Frisco's right of way and then try to compel the railway company to build a switch. It is claimed that the policy of the 'Frisco is to allow only two elevators at any one town and Broadlands already has two good sized houses.

The Farmers' Elevator Association, Secor, Ill., held a special meeting March 25 and awarded a contract for the erection of a 40,000-bushel elevator to the Younglove & Boggess Co. of Mason City, Ia. The house will have three dumps and a 15-horsepower gasoline engine. It will be completed by May 20. The contract price was \$4,900.

It is announced that George T. Sullivan of the Chicago Open Board will go into the cash grain business. According to his own statement Mr. Sullivan will buy several houses in Chicago as well as line of country elevators. He is said to be backed by eastern capital. As a preliminary move the George T. Sullivan Elevator and Grain Co. has been incorporated at Huron, S. D., with a capitalization of \$5,000,000.

The Turner-Hudnut Co. has put in operation a new belt conveyor for loading boats from its elevator at Henry, Ill. The arrangement consists of an endless rubber belt about two feet wide and over 600 feet long, the entire belt being about one-quarter of a mile long. The grain comes down through a hopper in a steady stream upon the belt, as it passes under it, and the centrifugal motion of the belt keeps it in the center till it gets to the end, where it is emptied into a hopper and a spout carries it into the boat. The entire belt makes a revolution in a trifle more than a minute. That is, a stream of oats passing through a hole about five inches square and 600 feet long is conveyed into the boat every minute. The oats are conveyed from the southern or stone warehouse into the new one and through that to the belt in a steady stream.

### IOWA.

A farmers' elevator may be built at Hudson, Iowa.

C. H. Jasper will remodel his grain elevator at Newton, Iowa.

H. B. Cline has installed a corn sheller in his elevator at Hills, Iowa.

The Rasmussen Milling Co. of Callender, Iowa, will build an elevator.

O. A. Talbott & Co. will build a transfer elevator and seed house at Keokuk, Iowa.

It is announced that Boxholm, Iowa, will have another elevator in the near future.

Manager Ott of the Wilton (Ia.) Elevator has installed a new 18-horsepower engine.

H. L. McCombs will install an ear corn crusher in his grain elevator at De Sota, Iowa.

Ben Fodderberg has succeeded to the grain and coal business of C. A. Campbell at Denison, Iowa.

J. W. Smith of Lamoni, Iowa, contemplates building a new grain elevator at Kellerton, Iowa.

George A. Tucker has bought the interest of his partner, B. C. Bell, in the elevator at Geneva, Iowa.

L. J. Kaiser of Iowa Falls, Iowa, has bought the grain business of H. Wetzel & Co. at Minburn, Iowa.

Yinglis brothers have purchased the grain elevator owned by Johnson Brothers at Cambridge, Iowa.

J. W. Johnson is contemplating building a storehouse and granary in connection with his elevator at Pioneer, Iowa.

An elevator will be built at the new town of Kesley, Butler county, Iowa, by Klaas Primus and Kreen De Berg.

Farmers of Sloan, Iowa, are talking of organizing an elevator company. Nothing definite has been accomplished so far.

An improved Hall Distributor will be installed in the new elevator at Faulkner, Ia., being built by Younglove & Boggess Co.

Farmers and business men of Hudson, Iowa, contemplate forming a company to build an elevator and establish a lumber yard.

F. T. Mottler, manager of the Western Elevator at Primghar, Iowa, has bought the feed and flour business of Chas. Gray at that place.

The Commercial Club of Sioux City, Iowa, is making an effort to secure a terminal elevator for that city, with a view to establishing a grain market.

The Nye-Schneider-Fowler Co.'s new elevator at Carroll, Iowa, has been completed. The house is 46 feet from the ground to the eaves, the total height to the top of the cupola being 75 feet. The



ground dimensions are 28x30 feet. A gasoline engine furnishes power. N. F. Chaney is local manager.

The C. M. & St. P. railway has granted a site for the new farmers' elevator to be built at Oldham, S. D., this summer.

A farmers' elevator Company has been formed at Gary, S. D., with Frederick Bates as president and O. P. Dahle as secretary.

Satisfactory progress is being made on the new elevator of the Great Western Cereal Co. at Fort Dodge, Iowa, and it will be completed by June 10.

H. A. Baxter, who recently purchased the Samson & Livingston Elevator at Washington, Iowa, as reported, has taken up his residence in that town.

The D. Rothschild Grain Co. will move its elevator at Minden, Iowa, from the present location on the R. I. tracks to a site on the Great Western right of way.

The business of the Rockwell (Ia.) Farmers' Coöperative Association for the past year amounted to about \$601,000 as compared with \$616,000 last year and \$625,000 the preceding one.

The Farmers' Elevator Co. of Gowrie, Iowa, held its annual meeting recently and elected officers as follows: A. N. Smith, president; P. O. Hocum, vice-president; C. J. Setterstrom, secretary, and Anton Beyer, treasurer.

J. L. Hoke of Sharpsburg, Iowa, has leased his grain elevator at that point to J. Arracher and J. R. Cooper, but will himself retain an interest in the business. The style of the firm operating the house is Arracher, Cooper & Hoke.

The Trans Mississippi Grain Co. will build a new elevator at Onawa, Iowa. The old elevator, including the engine room, is being torn down and the new elevator will be built on the site of the old one. The new building will be 32x34 at the foundation and from the foundation it will be 40 feet to the eaves. The steam boiler and engine will be taken out and a new 21-horsepower gasoline engine will take its place. The new elevator will have a capacity of 25,000 bushels. John Loomis the company's manager at Onawa will have charge of the work on the new building.

#### MINNESOTA.

Work has been started on the new elevator at Ivanhoe, Minn.

It is reported that another elevator will be built at Cleveland, Minn.

The Interstate Elevator Co. is building a house at Leaf River, Minn.

Hubbard & Palmer are rebuilding their burned elevator at Winnebago City, Minn.

A new \$5,000 elevator is being built at Northfield, Minn., by the Hampton Elevator Co.

The foundation for the Babcock Elevator at Le Sueur Center, Minn., has been put in.

The Green Elevator Co. of Brown Valley, Minn., is reported to have contracted to sell out.

A. W. Magandy of Tyler, Minn., has secured a site at Arcola, Minn., and will build an elevator.

W. J. Carson has bought a warehouse at Cyrus, Minn., and will use it for the storage of grain.

A 25,000-bushel elevator will be built at Hampton, Minn., by the Farmers' Coöperative Elevator Co.

The Farmers' Elevator Co. of Ortonville, Minn., has renewed its incorporation for a period of five years.

The Benson Elevator Co. is tearing down an old building at the side of its elevator at Butterfield, Minn.

The Farmers' Elevator at Renville, Minn., which has been closed for about two weeks, will be reopened April 18.

The newly organized farmers' elevator company at Rushford, Minn., has been incorporated with a capital stock of \$20,000.

The New Prague Flouring Mill Co. of New Prague, Minn., will equip its new mill with an Improved Hall Distributor.

The Benson Grain Co. of Heron Lake, Minn., has increased its capital stock to \$200,000 and has bought the Milligan line of elevators.

The new elevator at Elbow Lake, Minn., built by the Atlantic Elevator Co. to take the place of the one destroyed by fire has been completed.

The Woodward Elevator Co. of Minneapolis has bought the Farmers' Elevator at St. Peter, Minn., for \$3,500, and will put the house in first-class condition.

The coöperative elevator at Alexandria, Minn., owned by the Business Men's Association of that town, only received 36,000 bushels of wheat last season, about half the amount handled the season before. It is claimed that the falling off was due

to the fact that farmers had lost their enthusiasm over the elevator.

A. H. Grant has shipped out all the grain in the Atlantic Elevator at Buffalo, Minn., and the house will be closed until the new crop begins to move.

The State Elevator Co. has bought two lots near its elevator at Hutchinson, Minn., but has not announced what disposition will be made of the property.

The Kanaranzi Elevator Co. has been incorporated at Kanaranzi, Minn., to deal in grain, lumber, etc. The capital stock is \$10,000 and the incorporators are A. Rathjen, Emiel Wiese, C. Meyer, J. Wellendorf, F. J. Schupp, Rud. T. Meyer, Paul Untiedt, George Conrad, J. P. Jensen.

The Monarch Elevator at Wadena, Minn., is being overhauled. The building will be repaired and a new platform will be erected. The old engine house has been torn down and a new structure will go up instead. The elevator will be run with gasoline engine power instead of steam.

Thom, Christensen & Co. will remodel their elevator at Wilder, Minn. The new equipment will include a power shovel, grain cleaning machinery and a roller feed mill. The grain from the firm's Rushmore elevator will be stopped at Wilder for cleaning. The Younglove & Boggess Co. of Mason City, Iowa, has the contract and will have the house ready for business by May 15.

#### MISSOURI, KANSAS AND NEBRASKA.

There is talk of a farmers' elevator at South Inka, Kans.

There are rumors of a new mill and elevator at Preston, Kans.

A farmers' elevator company is being formed at Murdock, Nebr.

A farmers' elevator company has been organized at Ceresco, Nebr.

Turner & Brenner have shut down their elevator at Winside, Nebr.

George Craven has bought the grain elevator at Summerfield, Kans.

A company has been formed to build an elevator at Frankfort, Kans.

Rufus Hopkins has completed a new grain elevator at Ridgeway, Mo.

A grain and live stock association has been formed at Utica, Nebr.

The Inman Milling Co. has completed its new elevator at Inman, Kans.

Swiney & Fowler will rebuild their burned elevator at Kingman, Kans.

The Farmers' Grain and Stock Association is being formed at Harvard, Nebr.

The Brand-Dunwoody Milling Co. is building a new elevator at Diamond, Mo.

The American Elevator Co. has closed its house at Pender, Nebr., for the season.

Farmers of Murdock, Nebr., are said to have raised \$2,000 to build an elevator.

The capacity of the elevator at Arlington, Nebr., has been increased 13,000 bushels.

The Tailor Grain Co. of Topeka, Kans., has bought the Capital elevators at that place.

Creighton and Winnetoon, Nebr., are proposed locations for new farmers' elevators.

An elevator is being erected in connection with the City Flour Mills at Fulton, Mo.

The Sears Grain Co. has bought the S. N. Wolbach Elevator at Grand Island, Nebr.

A movement is on foot to organize a farmers' elevator company at Holmesville, Nebr.

Sprague Chase has sold his elevator and mill at Topeka, Kans., and will go to Hawaii.

The Salter Coal and Grain Co. is building an addition to its elevator at Norfolk, Nebr.

The Indianola Grain and Live Stock Association has been organized at Indianola, Nebr.

A 50,000-bushel steel tank elevator is being built at Aurora, Mo., by the Aurora Milling Co.

John Wempe will build an elevator at Seneca, Kans. It will be a good sized modern house.

Reported that work on the new farmers' elevator at Simpson, Kans., will begin at an early date.

Wm. A. Cline will build an elevator at Carytown, Mo., and engage in the grain business there.

The Baden Milling Co. of Winfield, Kans., will build elevators at Kellogg and Tresham, Kans., this season.

W. J. Calloway of Memphis, Mo., has secured a site at that place and will build a 200,000-bushel elevator.

The Farmers' Grain, Coal and Live Stock Association of Gresham, Nebr., have bought a site for an elevator near the Northwestern right of way and

will build a house provided the railroad company will grant shipping privileges.

A Farmers' Coöperative Grain and Live Stock Association has been organized at Cambridge, Nebr.

E. M. Yeaton's new elevator at Primrose, Nebr., will be equipped with an Improved Hall Distributor.

A branch of the Farmers' Coöperative Grain and Live Stock Association has been organized at Grafton, Nebr.

W. H. Ferguson of Hastings, Nebr., will build a 200,000-bushel cleaning and clearing house at Hastings, Nebr.

A local branch of the Farmers' Coöperative Grain and Live Stock Association is being formed at Holdrege, Nebr.

The Solomon Coöperative Grain Buying association of Solomon, Kans., has elected officers for the ensuing year.

The Farmers' Grain and Live Stock Association of Kearney, Nebr., is having plans prepared for its new elevator.

It is rumored that parties from Dakota City, Nebr., are trying to make a deal for the elevator at Hubbard, Nebr.

A. J. Lindblom & Co. have succeeded Clary & Lindblom in the grain and implement business at Holdrege, Nebr.

The Lincoln Mill Co. of Lincoln, Nebr., is said to contemplate building an elevator and grain bins adjoining its mill.

The Upland Grain Co. of Upland, Nebr., has been incorporated with a capital stock of \$10,000. This is a coöperative company.

J. M. Bellamy has commenced work on a grain elevator at Sweet Springs, Mo. The house will be 90x40 feet, and three stories high.

The Farmers' Coöperative Association of Bellwood, Nebr., is favorably inclined toward building a coöperative elevator at that place.

The Nye-Schneider-Fowler Co. have bought the farmers' elevator at Arlington, Nebr., and will join it to their present house at that place.

The Shickley (Nebr.) Farmers' Elevator Co. has been incorporated with a capital stock of \$10,000 by William Gehrke, E. E. Price and others.

O. F. Peters, vice-president of the Yutan Bank of Yutan, Nebr., has recently purchased one of the elevators of the Omaha Elevator Co. for \$3,000.

The Holmquist Grain and Lumber Co., of Oakland, Nebr., has bought the lumber yards of Edwards & Bradford at Bloomfield and Wausau, Nebr.

A new elevator with a capacity of 50,000 bushels will be built on the site of the burned Rock Grain and Elevator Co.'s house at Pawnee Rock, Kans.

The Washer Grain Co. of Atchison, Kans., is building storage bins for receiving grain from wagons. The grain will be spouted to the company's elevator.

Farmers' Grain and Supply Co. of Mindeu, Nebr., has filed articles of incorporation with a capital stock of \$10,000 by J. S. Canaday, J. G. Goings, C. J. Wisker and others.

The Linton Grain Co. of Kansas City, Mo., has been incorporated with a capital stock of \$5,000 by Fred R. Linton, Lue E. Linton, Addison M. Clark and Harry E. Williams.

Richardson & Co. of Chicago will build a 10,000-bushel elevator on the Santa Fe right of way at Gorin, Mo. A power corn sheller will be part of the equipment of the new house.

W. H. Ferguson of Hastings, Nebr., will build a large elevator at Lincoln, Nebr. Mr. Ferguson represents over eighty elevators in Nebraska and Kansas and contemplates moving his headquarters to Lincoln.

The Beall Grain Co. of Kansas City, Mo., has acquired and recently completed making extensive repairs in the Diamond Elevator on the Kansas City and Suburban Belt and Kansas City Southern Railway, that city.

Work is in progress on the 50,000-bushel elevator of the Rea & Page Milling Co. at Marshall, Mo. The Barnard & Leas Manufacturing Co. of Moline, Ill., has the contract and will complete the house by the first of July.

The Farmers' Coöperative Grain Co. of Dorchester, Nebr., has perfected its organization by the election of the following directors: W. C. Endicott, T. D. Buckingham, F. Miller, A. P. Sikal, W. J. Reid, J. Carper, O. T. Henshaw.

The Farmers' Elevator Co. of Sutton, Nebr., which has incorporated with a capital stock of \$6,000, has elected James Weston, president; S. Kendall, vice-president, and William Eppert, Charles Griess, A. Bennett and Gus Johnson, directors.

Work on the new grain elevator of the C. M. & St. P. Railway at Armourdale, Kansas City, Mo., is under way and the house may be completed by July 15. The capacity will be 200,000 bushels, but this may be greatly increased by the addition of tanks. Machinery has been engaged for a capacity of



1,000,000 bushels. The house will be operated by the Simonds-Shields Grain Company of the Kansas City Board of Trade. The Barnett & Record Co., of Minneapolis, has the contract.

The firm of Banning & Son, grain and implement dealers at Union, Nebr., has undergone a change. W. H. Banning has sold his interest to his son, W. B. Banning, who in turn sold the implement department to John and Joseph Banning.

The Fremont Milling Co. of Fremont, Nebr., will build a new elevator to take the place of an old structure that has been in use for some years. The new building will be erected just south of the mill building, adjacent to the Union Pacific tracks. It will occupy ground space of about 40x60 feet and will have a capacity of 30,000 bushels.

Both of Santa Fe grain elevators in the railroad company's yards at Hutchinson, Kans., are to be moved. The Argentine Elevator is to be entirely rebuilt and very much enlarged and the Santa Fe Elevator is also to be remodeled and enlarged. There is not sufficient room for the proposed improvements on the present locations without moving and rearranging the switch tracks, therefore the buildings will be moved to another site. The Santa Fe Elevator has a capacity of half a million bushels and the Argentine Elevator will hold a quarter of a million bushels. Owing to the rapid growth of the grain business of the Santa Fe Company, these elevators have become too small to meet the demands and it has been found necessary to take immediate steps to increase their capacity.

The Burlington railroad will build a million-bushel grain elevator near its tracks at Harlem, Mo. Work on the structure will be commenced within the next two months. This is in line with the improvement of the Burlington's facilities at Kansas City, which is about to be undertaken at a considerable expense. The new elevator will give Kansas City three one million bushel elevators, the others being the Maple Leaf and the Union Pacific elevators. The Frisco has two large elevators, one with a capacity of 700,000 and the other one-half million bushels. The total capacity of all of the elevators in Kansas City is 6,320,000 bushels, and the total handling capacity is 1,518,000 bushels. The new Burlington elevator will have a handling capacity of 300,000 bushels. Including approaches, the new elevator will cost \$250,000.

The Capital Elevator at North Topeka (Topeka) Kans., has been purchased by the Taylor Grain Co. The former owner of the elevator was the French Grain Company of Farmer City, Ill. It was at one time owned by Joseph Leiter of Chicago, but was sold by him about the time his corner in wheat was off. For the past eighteen months the elevator has been out of commission. It is one of the largest in the West and has a capacity of 300,000 bushels. It is situated near the crossing of the Santa Fe and Union Pacific railroads and has its own tracks and nearly an acre of ground for yardage. W. L. Taylor, head of the company which purchased the building, is the man who endeavored to establish a board of trade for Topeka. He expects to ask for a state weighmaster to have charge of the scales at the elevator. The plant will be overhauled and repainted and will be in commission about May 1.

#### EASTERN.

B. L. Lockwood is putting up a grain store at Gassetts, Vt.

George Pease has engaged in the grain business at Huntington, Mass.

Philip Habrouck, grain dealer of High Falls, N. Y., will enlarge his quarters.

E. J. Roberts will probably engage in the grain business at Davis Bridge, Vt.

M. W. Tilden of Albion, N. Y., recently put in 20 Clipper Power Bean Pickers.

Joseph Hilton has sold his feed business at Chester, Pa., to Lewis Hickman.

W. D. Hatch of Holley, N. Y., has installed an outfit of Clipper Power Bean Pickers.

Chas. Slossberg has succeeded Slossberg Bros. in the grain business at Norwich, Conn.

E. M. Upton & Co. of Hemlock, N. Y., have added another Clipper Bean Cleaner to their outfit.

Erwin Tupper has bought the grain, feed and lumber business of W. C. Pease at Somers, Conn.

The contract for Weld & Beck's new elevator at Southbridge, Mass., was let to a local contractor.

The Terminal Elevator at Buffalo, N. Y., has been overhauled and new scales have been placed in position.

Charles B. Parker has sold his grain and coal business at Swarthmore, Pa., to R. C. Torrence of Malvern, Pa.

Articles of incorporation have been filed by the Vite & Mitchell Co., with headquarters at 482 Grand street, Jersey City, N. J., to deal in grain. The capital stock is \$10,000 and the incorporators are

Edward T. Mitchell, William O. Vite and George E. Cutley.

George F. Wetherbee, a grain dealer at Gardner, Mass., has moved his business to a new location in the same town.

McCrea & Sous of Dalton, Mass., are building a warehouse 50x100 feet to be used in connection with their grain business.

The Niagara Milling and Elevator Co. will build a \$9,000 elevator and a \$3,000 warehouse at 182 Letchworth street, Buffalo, N. Y.

Elevators B and C at Locust Point and Elevator No. 1 at Canton, have been declared regular by the Baltimore Chamber of Commerce.

T. F. Lamson has sold his interest in the grain business at Boothbay Harbor, Me., to his partner, Zina P. Merry. The latter will continue.

The building of the Trenton (N. J.) Grain & Hay Co. was raided by burglars recently and robbed of several hundred dollars' worth of stock.

Michael Doyle & Co. of Rochester, N. Y., recently install a No. 27 Clipper Roll and Traveling Brush Bean Cleaner and 15 Power Clipper Picking Tables.

A petition in bankruptcy has been filed by Frank I. Short, a dealer in grain and hay at Taunton, Mass. The liabilities are \$8,086.81 and the assets \$1,964.

Edgar Hemenway of Nobscoot, Mass., has disposed of his other interests and will hereafter confine his attention to the grain, flour and produce business.

The Caseo Feed Co. has engaged in business at South Portland, Me. The company has installed machinery and will do most of its own grinding. A Mr. Lane is manager.

The Collinswood Grain Co. of Collinsville, Conn., has dissolved. D. Tromble, who was secretary and treasurer of the company, will conduct a grain business at the same location.

Walter Strant, who recently bought the interest of his brother, Frank Strant, in the grain business at Manchester, Conn., is completing a storehouse 40x80 feet and two stories high.

The warehouse at Jacksonville, Pa., formerly owned by the late Michael Seavers, was sold at public auction to H. K. Miller of Huntsdale, Pa., who will carry on the grain and forwarding business.

William S. Anthony, Albert A. Baker and Edward P. Hughes have taken out a charter to engage in the grain, hay, lumber and coal business at East Providence, R. I. The capital stock is \$30,000.

The grain warehouse in connection with the new Washburn-Crosby mill at Buffalo, N. Y., will be arranged so that the capacity can be increased to 200,000 bushels at any time it becomes necessary to do so.

Arthur S. Brown and Partridge Bros., grain dealers of Manchester, N. H., have been awarded contracts to supply oats and hay for the stables of the local fire department. Mr. Brown will furnish oats at 44 $\frac{3}{4}$ c and Partridge Bros. will supply hay at \$17.50.

George M. Moulton & Co. of Chicago, who have the contract to rebuild the burned elevator of the Northern Central Railway at Canton, Baltimore, Md., have put up a sawmill near the site and will dress the 1,500,000 feet of lumber required for the new house. The work will be pushed forward as rapidly as possible.

#### WESTERN.

F. M. Gordon is selling his grain and hay business at Salt Lake City, Utah.

Reported that Donnelly & Farelly will build a grain warehouse at Whatcom, Wash.

Hicks & Smith, dealers in grain and implements at Forest Grove, Ore., has been succeeded by W. R. Hicks.

Smith & Co. of Boise, Idaho, have put in a No. 7 Clipper Cleaner with traveling brushes and special air controller.

The Pacific Coast Elevator Co. is building a warehouse at Barnhart, Ore., to replace the one burned some time ago.

The Babcock-Cornish Co. will build wheat warehouses in Lind county, near Odessa, Wash. Later a flour mill will be erected.

The articles of the Farmers' Independent Grain and Tramway Company, Ltd., as filed, show its purposes to be to build a cable tramway from a point on the Clearwater Short Line Railroad at or near Kooskia, Idaho County, Idaho, to the summit of the hill on the west side of Clearwater River, to deal in grain and real estate and to erect a telephone line. The principal place of business will be at the western terminus of the tramway, and the capital stock is \$15,000 in 300 shares of \$50 each, of which 100 shares have been subscribed by that number of individuals.

#### NORTH DAKOTA.

It is proposed to build a farmers' elevator at Bottineau, N. D.

Penn, N. D., will probably have a farmers' elevator in the near future.

Farmers are organizing a company to build an elevator at Aneta, N. D.

Iowa capitalists are said to have secured a site at Stanley, N. D., and will build an elevator.

The Dundee Elevator Co. expects to put up an elevator at Lewis, a station near McHenry, N. D.

The Powers Elevator Co.'s house at Josephine, N. D., which was burned recently, will be rebuilt at once.

The Farmers' Elevator Co. of Cummings, N. D., has decided to establish a lumber yard at that place.

It is announced that the St. Anthony & Dakota Elevator Co. will build a new house at Easby, N. D., this season.

The Powers Elevator Co. is completing its new 28,000-bushel house at Flora, N. D. There are lumber and coal yards in connection with the elevator.

The Sayre-Strong Grain Co. has been organized at Harvey, N. D., and succeeds to the business of A. J. Sayre, grain, etc., and Sayre & Hoople, hardware.

Fred G. Lewis & Co. of Binford, N. D., are reported to have sold their elevator to the Acme Grain Co. It is understood Mr. Lewis will manage the house for the new owners.

T. F. Costello & Co., elevator builders of Grand Forks, N. D., are moving the St. Anthony & Dakota elevator from Auburn, N. D., to Hoople, N. D., where it will be rebuilt and enlarged.

The St. Anthony & Dakota Elevator Co. has awarded a contract to T. F. Costello & Co. of Grand Forks, N. D., for the erection of a 40,000-bushel elevator at Milton, N. D. The contract price is \$5,500.

The Powers Elevator Co. has completed its new elevator at Brindsmade, N. D. It is a 28,000-bushel house and takes the place of one that was destroyed by fire. A 10-horsepower Otto engine supplies power.

The Farmers' Elevator Co. of Mayville, N. D., has elected officers as follows: O. C. Hanan, president; J. C. Leum, treasurer; John Christopherson, secretary and manager. The latter took charge of the elevator April 1.

A farmers' company is being organized at Kensal, N. D., to take over the 100,000-bushel elevator of W. H. Welsh. Stock is being sold at \$100 per share, payable by note due November 1, 1903, and it is stated that a number of farmers have taken shares.

The Milton Collection Agency of Milton, N. D., has moved the Farmers' Warehouse at that place to a new location near the railroad and will now be able to handle grain to better advantage. A dump scale will be put in, as well as power for elevating.

Articles of incorporation have been filed by the Farmers' Elevator Co. of Spiritwood, N. D. The capital stock is \$20,000 and the directors are Wm. Thom and Michael Peterson of Spiritwood, N. D., and John Knauf of Jamestown. The company will build a new elevator and expects to commence business May 1.

#### SOUTH DAKOTA.

L. W. Crill is building a new grain elevator at Elk Point, S. D.

A new grain elevator is being built at Jefferson, S. D., by Terwilliger & Dwight.

Charles Maxwell has sold his elevator at Scotland, S. D., to M. King of Utica, S. D.

Two of the grain buyers at Parkston, S. D., are preparing to build new elevators this season.

The McKee & Minthorn elevator at Minthorn, S. D., has been started up with Ole Haugen in charge as buyer.

Stock subscriptions are being solicited for the proposed farmers' elevator company at Garden City, S. D.

A new gas engine and a circular saw have been added to the equipment of North & Steel's elevator at Montrose, S. D.

S. H. Tromanhauser of Minneapolis has completed a 40,000-bushel brick elevator for W. H. Stokes of Watertown, S. D.

P. A. McGregor has sold his elevator at Humboldt, S. D., to Suhs Seheivelbein of Spencer, S. D., who took possession April 1.

The officers of the cooperative elevator company recently incorporated at Ellis, S. D., are Tom Stapleton, president; John Vincent, vice-president;



William Bailey, treasurer, and Orin Hawyard, secretary.

Terwilliger & Dwight have purchased of the Howe Scale Co., Chicago, a large Howe scale for their new elevator at Jefferson, S. D.

It is reported that one of the line houses at Selby, S. D., will be sold to the farmers' elevator company recently organized at that place.

The Farmers' Grain and Coal Co. of Salem, S. D., has elected its old officers to serve another term. The business of the concern last year was satisfactory.

A. H. Hewitt of Arlington, S. D., has admitted A. E. Conner to partnership in his grain business. The latter was formerly agent for the Atlas Elevator Co.

H. J. Suhs and Chas. Schievelbein have formed a partnership to conduct a grain and coal business at Spencer and Humboldt, S. D., under the style of Suhs & Schievelbein.

#### WISCONSIN.

J. S. Loberg will build an elevator near his flour mill at Nelsonville, Wis.

The Northern Grain Co. of Fond du Lac, Wis., has installed a Howe Gasoline Engine in their elevator, purchased of Borden & Selleck, Chicago.

J. D. Keats and William Loper of North Fond du Lac, Wis., will build a 50,000-bushel elevator there. The house will be 40x40 feet, 50 feet high and will have a private side track.

A. Pire of Oconto, Wis., has bought the elevator of P. McCormick at Marinette, Wis., and will move the house to Oconto by water. The elevator is 60x80 feet, and three stories high. It will be loaded on a large scow.

Work will be commenced on the new Cargill Elevator at Fond du Lac, Wis., at an early date. The W. W. Cargill Co. of Green Bay and La Crosse has secured a site near the C., M. & St. P. tracks at Fond du Lac.

Charles Manegold of Milwaukee is planning to build a large elevator on the site of the old Northwestern Marine Elevators in that city. It is reported that F. R. Norris & Co., who operate the Manegold houses, will also build an 800,000-bushel elevator.

A. B. Marsh is building an elevator and feed mill in addition to his flat house at Neillsville, Wis. The new structure will be 30x40 feet and will be 60 feet high in addition to a 9-foot basement. It is Mr. Marsh's intention to put in cleaning machinery for all kinds of grain, including a pea cleaner. There will also be a power corn sheller, cob crusher and machinery for grinding all kinds of feed grain.

#### SOUTHERN AND SOUTHWESTERN.

J. C. Beam has built a grain house at Shelby, N. C.

A farmers' elevator company is being formed at Blackwell, Okla.

The Acme Mill and Elevator Co.'s plant at Hopkinsville, Ky., will be enlarged.

The Perry Mill Co. of Perry, Okla., is building a 100,000-bushel elevator in connection with its mill.

Green & Richardson of Richmond, Texas, who have been conducting a grain business, have dissolved.

The Hillsboro Grain and Elevator Co. of Hillsboro, Texas, has been succeeded by Guthrie & Greenhill.

The Farmers' Cooperative Association of Kay county, Okla., will build a \$2,000 elevator at Blackwell, Okla.

The Lakeland Supply Co. has engaged in the grain, hay and feed business at Lakeland, Fla. E. R. Whitner is the manager.

The J. Rosenbaum Grain Co. of Chicago has filed a certified copy of its charter with the secretary of the state at Nashville, Tenn.

Geo. W. Carver has engaged in the grain and feed business at Denison, Texas, in addition to the coal trade in which he has carried on for several years.

Bruce Morrison of Frankfort, Ind., has bought the interest of Mr. Kern in the elevator of Kern & Stinson at Wheatland, Okla.

Articles of incorporation have been filed by the J. C. Robb Grain & Elevator Co. of Kingfisher, Okla. The capital stock is \$100,000.

The Wheatland Grain & Lumber Co., of Wheatland, Okla., has just installed a large Howe Gasoline Engine supplied by the Howe Scale Co., Chicago, Ill.

The Boaz Grain and Feed Co. has been organized at Fort Worth, Texas., with the following directors: David Boaz, John Scharbauer, G. H. Colvin, A. F. Crowley and M. G. Ellis. The company has already

commenced the erection of its plant, which will be a two-story structure 50x120 feet.

The Perry Mill Co. of Perry, Okla., is building a 100,000-bushel elevator at Perry. The new house will be 94 feet high, or 30 feet higher than the company's present elevator.

The Brownwood (Texas) Mill and Elevator Co., which has purchased the business of Coleman (Texas) Elevator Co., will build elevators at Coleman and Goldthwaite, Texas, and possibly other points.

The Mutual Grain and Supply Co. of Savannah, Ga., has been incorporated with a capital stock of \$5,000, which may be increased to \$50,000. The incorporators are J. A. Huger, Paul S. Haskell, J. H. Lynch and others.

The Oklahoma City Mill and Elevator Co. of Oklahoma City, Okla., will build elevators at Mustang, Wheatland and Tuttle, Okla., on the line of the Oklahoma City & Western railway. The new houses will be completed in time to handle the coming season's wheat.

The City Council of Columbia, Tenn., has accepted the proposition of the City Grain and Feed Co. to close a part of one street and give the city a deed to a new street in exchange. The grain company will build a new warehouse and needed the ground occupied by the street secured.

It is reported that extensive improvements are to be made at Port Chalmette, St. Bernard, La. The Southern Railway, lessees of Chalmette, may double the capacity of the plant by building larger wharves, sheds and tracks and erecting a grain elevator about double the size of the present one.

The Lewisburg Mill and Elevator Co. of Lewisburg, Tenn., has let the contract for a 30,000-bushel elevator in connection with the mill at South Lewisburg. The building will cost between \$5,000 and \$6,000 and will occupy the site of a large warehouse, which will be moved to make way for the new structure.

At a regular meeting of the directors of the Nashville Warehouse and Elevator Co., of Nashville, Tenn., the executive committee was authorized to invest a special fund by the purchase of shares of the company not to exceed \$300,000. The action was taken for the purpose of retiring a portion of the company's capital stock.

#### OHIO, INDIANA AND MICHIGAN.

E. C. Buroker is building an elevator at Rosewood, Ohio.

George Richards will build an elevator at New Paris, Ohio.

M. L. Hager has sold out his grain business at Versailles, Ohio.

Satterwaite Bros. & Co., dealers in grain at Salem, Ohio, have dissolved.

R. G. Calvert, grain dealer of Selma, Ind., has been succeeded by G. W. Sellers.

A new grain elevator is talked of for Peterson's Station, four miles north of Troy, Ohio.

Samuel Franks of Millersburg, Ohio, has installed a No. 9 Clipper Grain Cleaner in his elevator.

A new elevator will be built in connection with the Detroit Milling Co.'s plant at Adrian, Mich.

Swain Bros., dealers in grain and produce at Medina, Ohio, have been succeeded by S. J. Swain.

Woodbury & Files, grain and seed dealers of Muncie, Ind., are building new elevators this spring.

The Ewing Mill Co. of Brownstown, Ind., will build a 30,000-bushel elevator on the east side of their flour mill.

It is announced that Close, Peak & Hawkus, grain dealers of Berlin Heights, Ohio, will dissolve partnership.

The Sherwood Milling and Grain Co. of Sherwood, Ohio, has increased its capital stock from \$10,000 and \$15,000.

The building permit for the Union Grain and Hay Co.'s elevator at Sixth and Carr streets, Cincinnati, Ohio, has been issued.

John W. Guthridge of Flora, Ind., has bought the grain elevator at Cambria, Ind. Samuel High of Flora will be in charge of the house.

Chamberlain Bros. of North Lewisburg, Ohio, have purchased a No. 7 Clipper Travelling Brush Cleaner, with Special Air Controller, for their elevator.

The Keystone Commercial Co. of Pittsburg, dealing in grain and produce, has opened a branch at Newark, Ohio, under the management of Lemard Larason.

The L. H. Shepard Co. of Charlotte, Mich., has just added a third Clipper Cleaner to its equipment at that point. The last machine is of the No. 9 type, with rolls and traveling brushes.

The C. W. Hartley Grain Co. has awarded the contract for a new 100,000-bushel cleaning and transfer elevator at Goodland, Ind., to Henderson & Friedline of Chicago. The new house will be a model cleaning and transfer elevator in every

particular and is to replace the one destroyed by fire a few months ago. The plans for the house were furnished by the contractors.

Frank Fall of Frankfort, Ind., and Albert Alter of Forest, Ind., have bought the Sellers Elevator at Darlington, Ind. Mr. Fall is in charge of the house as manager.

W. W. Blue, who with Bert Miller and Dr. F. P. Lyons purchased the Kitzmiller Elevator at Flora, Ind., a few weeks ago, has moved to that town from Carrollton township.

C. A. Thompson of New Washington, Ohio, and P. J. Thompson of Plankton, Ohio, will build an elevator at New Washington. They expect to have the house ready for business by July 1.

W. E. Tuttle is moving his elevator at Springfield, Ohio, to a new location. The house, which is now located on South Fountain avenue, will be moved to Monroe street, near Limestone.

The Grand Trunk railway may build an elevator at Schoolcraft, Mich., to take the place of the one destroyed by fire a year ago. If the house is erected it will be operated by a local grain buyer.

The Union Elevator Co. of New Richmond, Ind., has been incorporated with a capital stock of \$10,000 by A. D. Snyder, J. D. Det Chon, Chas. Halwood, Stephen J. Brower and Ed. T. McCrea, all of New Richmond.

A modern elevator with a capacity of 75,000 bushels will be built at Battle Creek, Mich., by McLain, Swift & Co. The house will probably be located between the Michigan Central and the Grand Trunk Western tracks.

The old grain elevator on the Lake Shore & Michigan Southern railway at Jonesville, Mich., has been demolished. It was one of the landmarks of the village and in its time handled a large amount of grain.

The contract for the Metamora Elevator Co.'s new house at Metamora, Mich., has been awarded and the plant will be in running order by July 1. It will be in charge of Samuel Rice, who is a stockholder in the company.

Albert Ludeman is building a new elevator at Wolcott, Ind., to take the place of the old house he has been operating at that place. The old elevator was built in 1875 by Hon. A. Wolcott and for many years was the largest house in that part of the state.

Plans for Ireton Bros' new elevator at Van Wert, Ohio, provide for a structure 28x46 feet and 72 feet high. It will have two driveways and will be equipped with late pattern machines. There will be one crib in a building 23 by 36 feet with an elevation of 30 feet. Power will be furnished by two engines, a steam and gasoline motor. They will occupy a separate building to be twenty feet square.

#### CANADIAN.

A farmers' elevator will be built at Welwyn, N. W. T.

It is probable that a farmers' elevator will be erected at Fleming, N. W. T.

F. May has bought the grain and produce business of R. Laing & Co. at Petrolea, Ont.

A Mr. McMichael will, it is said, build a 35,000-bushel elevator at Regina, N. W. T.

A. & F. Decarie, grain dealers of St. Henri de Montreal, Que., have been registered.

The Ogilvie Flour Mills Co., Ltd., has taken out a permit for an \$18,000 grain elevator at Montreal.

J. J. Heaslip is said to have made arrangements for the erection of another elevator at Alameda, Man.

Canadian Pacific Railway authorities say the project for an elevator at Brandon, Man., has been abandoned.

The Grand Trunk Railway Elevator at Port Dalhousie, Ont., has been fitted up in readiness for spring traffic.

A branch of the Manitoba and Northwestern Grain Growers' Association has been organized at Carberry, Man.

The Hartney Farmers' Elevator Co. of Hartney, Man., has been granted letters patent. The capital stock is \$20,000.

D. McNicoll, second vice-president and general manager of the C. P. R., denies the report that the company had discontinued or intends to discontinue the shipment of grain with the opening of navigation.

The McHugh Christiansen Co. of Winnipeg, an offshoot of the McHugh Christiansen Co. of Minneapolis, is adding to its line of Canadian elevators, and twelve new houses will be built this season, giving the company thirty houses in all.

The Crown Grain Co. of Winnipeg has been granted a charter, with a capital stock of \$250,000, to own and operate elevators, coal yards, etc. The incorporators are: J. A. Pease of Minneapolis, grain dealer; S. P. Buchanan of Chicago, elevator owner; John Geddes of Chicago, exporter and com-



mission merchant; A. S. White of Chicago, commission merchant, and F. H. Phippen of Winnipeg.

Two new elevators are being built at Rutherglen, Assa., one by the North Star Co. and the other by a Minneapolis company.

Arthur St. Laurant, government engineer in charge of the work of construction on the grain elevator in the Montreal harbor, has reported to the harbor board that the work done so far amounts to \$310,000.

Anderson & Gage of Minneapolis will build a line of elevators along the C. P. R. and C. N. R. in Manitoba. A. C. Anderson of the firm visited Winnipeg recently to look over the situation and arrange preliminary details.

There is said to be a bill before the legislature at Quebec containing a clause giving the city of Montreal power to levy taxes on the grain elevator now in course of construction on the water-front. The harbor commissioners are fighting the measure.

The contract for the erection of the Point Edward Elevator Co.'s new house at Point Edward, Ont., has been awarded to S. H. Tromanhauser of Minneapolis. The elevator will have a capacity of 500,000 bushels and will be arranged so that it can be enlarged to hold another 500,000 bushels.

J. W. Leonard, general superintendent of the C. P. R., western division, recently forwarded the following letter to the Winnipeg grain dealers: "The company will this year construct side tracks on which elevator sites will be located, between the following stations: Bagot and Burnside, Meadows and Rosser, Rosser and Bergen, Sewell and Douglas, Sewell and Carberry, Poplar Point and High Bluff, Alexander and Griswold, Hargrave and Elkhorn, Fleming and Moosomin, Redjacket and Wapella, Percival and Broadview, Wolseley and Sintaluta, Sintaluta and Indian Head, Indian Head and Qu'Appelle, McLean and Balgonie, Regina and Grand Coulee, Belleplain and Pasqua, and also a siding at Little Pembina."

The Imperial Elevator Co. has been incorporated at Winnipeg with a capital stock of \$500,000, and will build 75 houses in the Canadian Northwest, having already let contracts for twenty of them. W. J. Bettingen of Minneapolis, who recently disposed of his interest in the Independent Elevator Co., is at the head of the new company. The grain commission firm of W. J. Bettingen & Co. will maintain its office in Minneapolis, but Mr. Bettingen, as manager of the new Canadian company, will have his headquarters in Winnipeg, and will divide his time between that city and Minneapolis. Associated with Mr. Bettingen as one of the largest stockholders in the new company is W. C. Leistikow, a banker, miller and politician of Grafton, N. D. Other stockholders are Melville Boyd of Minneapolis, C. A. Bettingen of St. Paul and J. K. Cummings, banker of Detroit, Mich. In a recent interview Mr. Bettingen said: "The capital of the Imperial Elevator Co. will all be paid up. We have already let the contract for the first twenty and expect to be able to complete thirty or thirty-five houses this year. We are figuring at present upon a line of seventy-five houses but it will probably take several years to get them all built. These houses will be modern and up-to-date and will have a capacity of 35,000 bushels each. The new company will have sufficient capital to meet any new development that may come, but we are not trying to anticipate the growth of the country."

## FOREIGN NEWS

A new corn exchange has been established at Rosario, Argentine Republic.

The wheat crop of the state of Coahuila, Mexico, is a failure owing to drought and insects.

The statistical department of the Argentine Ministry of Agriculture estimates the following totals of the crops recently harvested: Wheat, 3,102,120 tons (113,744,400 bushels); linseed, 763,976 tons.

Floating elevators to transfer grain from lighters to steamers have been provided by the authorities at Ibrail, a Wallachian port on the lower Danube. Its capacity is 60 tons per hour, working with 18-horsepower gasoline engine.

The Austro-Hungarian tariff on corn has been raised from 24 to 81 cents, with a minimum treaty duty of 57 cents per 220.46 lbs.; the duty on clover seed from 24 cents to 46.09; and on other American grain and meat products in proportion.

A committee of the Antwerp Chamber of Commerce, appointed some months ago to find a remedy for the fraud and abuses in the grain and seed trades at that port, have recommended "the amalgamation of all or nearly all the grain corporations of the port, by which an efficient control will be possible to be organized and increased by the

representatives of the trades concerned elected for that purpose."

Rodesia is the corn country of South Africa. Known as "mealies," Indian corn is grown by the natives in considerable quantity, who are able to get from 30 to 50 bushels to the acre. The grain sells in the mining towns at 2.4c to 3.6c per pound.

A company has been organized in London to build a canal from Southampton to the Thames at Dillon via Goulford, Godalming, Acton and Deoxford and the rivers Itchen and Hamble. The capital stock is about \$10,500,000. The towage will be by electric motors.

R. Middleton died recently in his ninetieth year, at Stalham, Norfolk, England. Mr. M. was famous as the first man to introduce the threshing machine in his country, and had for a time to bury the innovation in pieces in his garden on account of the labor riots it caused.

The Odessa Exchange has adopted the following definitions: To avoid disputes as to what grain produce is to be understood under the terms "grains," "graines" and "legumes secs," the committee announces that according to long established trade custom in Odessa under the term "grains" must be understood wheat, rye, barley, huckwheat and maize (millet is not mentioned); under the term "graines," all oilseeds; under the term "legumes secs," peas, French beans, broadbeans and lentils.

## THE EXCHANGES

J. C. Hatch and Chas. S. Upham have been appointed grain inspectors for the Detroit Board of Trade.

The latest sales of memberships in the Chicago Board of Trade were made at \$3,600 net to the buyer.

An amendment to change the fee for the transfer of memberships in the Minneapolis Chamber of Commerce from \$15 to \$50 was defeated.

The rules of the Minneapolis Board of Trade have been amended to prohibit a member representing more than one firm or corporation on the floor.

The Duluth Board of Trade passed resolutions favoring the passage of the Gertsen bill in the Minnesota state legislature, prohibiting bucketshops in Minnesota.

At the recent meeting of the Kansas Grain Dealers' Association at Kansas City, Mo., no action was taken regarding the establishment of a board of trade at Kansas City, Kans.

A membership in the Milwaukee Chamber of Commerce sold recently for \$358. This is said to indicate that the bottom price for memberships has been reached and that a reaction has set in.

The membership of the Chicago Board of Trade Mutual Benefit Association has been increased by the addition of 57 new names since January 1. The association is now paying over \$3,000 for each death.

The board of managers of the New York Produce Exchange has directed one of its committees to secure the cooperation of all owners of fireproof buildings in New York City in a strong protest against the present rates of fire insurance.

About 75 per cent of the 1,200 active membership of the Chicago Board of Trade have signed a petition to the Illinois legislature asking it to pass proposed laws now pending legalizing puts and calls. Nearly every prominent house signed the petition.

This office is in receipt of the Annual Statement of the Trade and Commerce of St. Louis for the year 1902, reported to the Merchants' Exchange of that city by Geo. H. Morgan, Secretary. The book is a comprehensive review of the trade of the city for the year under consideration.

The officers of the Detroit Board of Trade for the ensuing year are as follows: Frank T. Caughey, president; L. A. Parson, vice-president; J. T. Hornung, second vice-president; W. A. Waldron, James T. Shaw, T. G. Craig, Robert Henkel, W. H. McCloud, John Corydon, H. E. Botsford and Alexander J. Ellair, directors.

The directors of the Chicago Board of Trade voted that hereafter when a visitor's ticket is issued for admittance to the floor the application must be signed personally by a member of the board. This has always been the letter of the rule, but it has been so violated by clerks and messengers that the privileges of the floor have been abused.

The following notice, received from the Italian consul-general, was recently posted by the chairman of the committee on grain of the New York Produce Exchange: "Please notify the grain trade that, according to instructions received, I shall henceforward issue no consular certificate to shipments of

corn for Italy without a special report of an inspector appointed by this office."

The Kansas City Board of Trade has effected an amicable settlement with the owners of the Exchange building and will continue to occupy its present quarters for at least three years longer, a new lease for that term having been signed. Under the new lease the Board of Trade will pay \$200 a month rental for the trading hall and executive offices, now occupied without cost. Some changes will be made in the arrangements of the trading hall and telegraph office. The new building project has been given up for the present.

The directors of the Chicago Board of Trade are in receipt of a petition asking that an appeals inspection committee be created to supervise the work of the Board of Trade grain samplers. It is to be on the same basis as the state appeals committee. The new board is to have five members, who belong to the Board of Trade. In all cases where a Board of Trade sampler refuses to accept grain tendered by the elevators the appeals committee is to decide whether he was right, and their decision is expected to carry as much weight as does the inspection appeals committee of the state. They are to work on the out inspection only.

The violation of rules committee of the Chicago Board of Trade has made an important decision which has been approved by the board of directors. The decision is based on the following communication: "To the Violation of Rules Committee, Chicago Board of Trade, Chicago, Ill.—Gentlemen: 'X,' a member of the Chicago Board of Trade and clearing-house, doing business in his own name, sells 50,000 bushels of May wheat short through 'Yard company.' Subsequently 'Yard company' buy of 'X' 50,000 bushels of May wheat for account of 'X,' which closes his transaction. Question: Is 'X' entitled to brokerage on the 50,000 bushels of May wheat he sold 'Yard company' for his own account? Yours respectfully, J. A. Edwards & Co." It was resolved by the committee that the answer to be sent to J. A. Edwards & Co. be "No," for the reason that in the case above stated "X" has performed no service as a broker and therefore is not entitled to brokerage.

## ANNUAL REPORT OF THE MILWAUKEE CHAMBER OF COMMERCE.

The annual report of the Milwaukee Chamber of Commerce, issued by Secretary Langson, says in part: "The year 1901 marks an important epoch in the history of the grain trade of Milwaukee in the restoration of trading in futures, after a lapse of several years, on a larger scale than ever before known in this market. The re-establishment of this important feature in the grain trade of Milwaukee was, undoubtedly, greatly aided by restrictive legislation in the state of Illinois, and the action of this chamber of commerce in making warehouse receipts of the bonded public elevators of Chicago deliverable on contracts in this market in addition to the receipts of our own public elevators. The cooperation of all the leading commercial exchanges of the country in the suppression of bucket-shop trading also exercised a potent influence in restoring the grain trade to the control of legitimate commercial organizations, and increasing the volume of actual trading."

## RESOLUTIONS ON RESIGNATION OF W. F. WHEATLEY.

W. F. Wheatley, the retiring secretary of the Baltimore Chamber of Commerce, was presented with the following set of resolutions: "Whereas, William F. Wheatley, as secretary of this exchange, has for 35 years performed the duties of his office with untiring faithfulness and zeal and has earned for himself the lasting respect of all its members by uniform courtesy; and whereas, he is now about to sever his long term of faithful service with this exchange to become president of one of our trust and banking companies; therefore, he it resolved, that we, the directors of the Baltimore Chamber of Commerce, while expressing our great regret that we are now to lose his most valuable services, desire to tender him our most sincere thanks for his many years of faithful service and to wish him God-speed in his new undertaking."

President Gorman made the presentation address in the presence of about 100 members and Mr. Wheatley responded feelingly.

## ANNUAL REPORT OF THE MINNEAPOLIS CHAMBER OF COMMERCE.

The annual report of the Minneapolis Chamber of Commerce was issued March 24. It says that the wheat receipts at Minneapolis for the last crop year was 88,462,120 bushels, or about 2,000,000 bushels less than that of the preceding year. The wheat ground by the Minneapolis flour mills was 70,000,000 bushels, and the country millers in Minnesota and the two Dakotas together ground 40,000,000 bushels. There was considerable increase in the production of flour in Minneapolis, the production last year passing the 16,000,000 barrels for the first time. President James Marshall, in the report,



says: "It is noticeable, however, that a larger portion of the production of the mills was sold in this country than in any other year in the last twenty, a condition due very largely to the discrimination in freight rates, to the disadvantage of flour as compared with wheat. During the year, business was entirely satisfactory. While profits were not large, there was general prosperity and no failure of consequence was noted." The sales of spot wheat was about a million bushels less than in 1901. The unsatisfactory grain rates take up considerable of the report, which says: "Because of the unsatisfactory grain rates, claiming that this cause often diverted grain from this market. Although full crops have been grown in the northwest in late years, the millers are finding it more difficult to supply their wants than formerly. They are now reaching out into border states and also to the Canadian northwest for supplies, despite the tariff burden; but that burden is somewhat overcome by the milling in bond feature, but not wholly so."

## OBITUARY

W. Vaughan, head of the firm of W. Vaughan & Son, grain dealers at Eaton Rapids, Mich., is dead.

The Columbus Grain and Elevator Co. of Columbus, Ohio, announces the death of the secretary and manager of that Company, Mr. T. R. Herr, who died suddenly on Friday night, April 10, of heart trouble.

Lewis M. Gray, local manager for the Trans-Mississippi Grain Co., at Odebolt, Iowa, died suddenly at his home in that city March 23. The deceased was 62 years old and had resided in Odebolt for the past eighteen years.

Charles L. Covert, manager of the Tacoma Grain Company's warehouse at Uniontown, Wash., died recently from an attack of paralysis of the heart. Mr. Covert was a prominent business man of that town for many years.

Frank I. Short, a grain dealer of Taunton, Mass., died at his residence in that city March 29. The deceased was a native of Attleboro, but had been in business in Taunton for several years. Mr. Short leaves a widow and one sister.

John Eichhorn died at his home near Remsen, Iowa, April 6, after an illness of several months, of consumption. The deceased was 43 years of age and for a number of years was engaged in the grain and stock business at Remsen, retiring from business March 1. Mr. Eichhorn leaves a wife and seven children.

Jonas Neuenhagen, a member of the firm of Neuenhagen & Engelmoir, feed merchants of Pittsburg, Pa., died at his home in that city April 3. Mr. Neuenhagen was born at Cassel, Germany, in 1839, and came to America when 22 years of age, settling in Pittsburg. The deceased is survived by a widow and five children.

Ross Bane, a member of the grain buying firm of Bane, Shinkle & Co., died at his home at Ellsworth, Ill., March 8, aged 35 years. His death was due to quinsy and occurred after an illness of only a few days. The deceased is survived by his wife, to whom he was married less than a year ago, his parents, two brothers and three sisters.

James A. Vail died at his home in Granger, Iowa, March 15, of Bright's disease. Mr. Vail was engaged in the grain business at Granger, and had formerly been located at Colo, Iowa, in the same business. He was 43 years of age and is survived by his wife and one son, two brothers, one sister and two half-sisters. His remains were taken to Albion, Iowa, for interment.

Arthur F. Spice, a well-known grain merchant of Baltimore, Md., a director of the Canton Exporting Co. and of the Baltimore Chamber of Commerce, died March 27 after an operation for appendicitis. Mr. Spice was 48 years old. The deceased is survived by a widow and one son, Wilber F. Spice, a member of the firm of Gustavus Ober & Co. His mother, one sister and one brother also survive him.

Elliot H. Phelps, a member of the Chicago Board of Trade and late of the firm of Milmine, Bodman & Co., died at Santa Barbara, Cal., March 15, of Bright's disease. Mr. Phelps was born at Berlin, Wis., and for a number of years prior to coming to Chicago was a clerk in a bank at Milwaukee. The deceased was 52 years of age, and had been a member of the firm of Milmine, Bodman & Co. for twenty years, retiring from business July 1, 1902.

Rolf Aye, a former grain dealer at Grundy Center, Iowa, died at Roswell, N. M., March 13, of lung trouble. Mr. Aye was a resident of Grundy Center for several years, being engaged in the grain and coal business at that place from 1877 to 1900, when he was compelled to give up his business on account of ill health, going to New Mexico, where he

hoped to be benefited by the climate. The deceased had held the office of county treasurer for two terms, declining a third term because of his physical condition. Mr. Aye was a prominent member of the Masonic fraternity and of the Odd Fellows, his funeral services being conducted by the first named order. He is survived by his wife, one son and a daughter.

O. H. Smith, one of the wealthiest men in Kane county, died at his home in Carpentersville, Ill., March 20. Mr. Smith was born in Montpelier, Vt., fifty-three years ago, and came to Chicago in the late '60s. A few years later he settled in Carpentersville. The deceased was senior member of the firm of Smith & Arvedson, elevator men, and was well known among Chicago traders. At one time he was a partner of George W. Carpenter in Elgin, Ill. He is survived by a widow and four children.

Charles H. Tugman, formerly a wealthy produce man of Chicago, the proprietor of a packing plant and a plunger on the Board of Trade, died a pauper in St. Vincent's Hospital, New York City, March 23, and was buried in the potter's field. His fortune was swept away in a long and bitter legal fight against the City of Chicago and by several disastrous deals in wheat, which ruined him financially, after which he went to New York, living in very destitute circumstances and practically dying of starvation.

Theodore H. Nevins, the special officer of the Chicago Board of Trade, died on March 11 at Mercy hospital. The deceased was a familiar figure around the Board of Trade for the past forty years and was formerly a dealer in seeds and provisions and plunged heavily in the grain market. Several years ago a series of reverses swept away his fortune and for the past few years of his life he acted as a guide to visitors at the Board of Trade. Mr. Nevins was a graduate of Edinburg College and was 74 years of age.

John G. Beazley, a member of the Chicago Board of Trade since 1869, died March 29 at his home in Evanston, Ill., aged 59 years. The deceased was born in Plymouth, England, in 1843 and came to this country in 1868. He joined the Board of Trade in 1869, becoming a member of the then existing firm of George Stewart & Co. In later years he acted as broker in the provision pit, to which branch of the trade he gave his exclusive attention. Mr. Beazley was a member of the Iroquois Club. He leaves a widow, two sons and two daughters.

Arthur Humphrey Merrill, the originator of the hay press, died at his home in Maywood, Ill., March 26, at the age of 79 years. Mr. Merrill came to Chicago from a farm in New Jersey and in the late '60s erected a building on Johnson street, where he proceeded to engage in supplying the feed merchants of the city with baled hay, a form of that commodity which he had come to the conclusion after looking over the methods of handling hay in Chicago, was the one necessary to place hay in a proper condition to be readily handled. The bales of hay were held together by cords and were made under the direct supervision of Mr. Merrill. He retired from the hay business about fifteen years ago. The decedent is survived by a widow, one son and a daughter.

Thomas D. Heathfield, at the time of his death the oldest member of the Boston Chamber of Commerce, and the oldest active grain and flour dealer in New England, died at his residence in Newtonville, Mass., March 14, aged 81 years. Mr. Heathfield was born in Quebec in 1822. He later removed to Montreal, where he served four years as a clerk. In 1851 he removed to Boston and engaged in the grain and flour business as a member of the firm of McKay & Heathfield. The firm also had a branch house at Portland, Me., under the firm name of Heathfield & McKay. He later purchased Mr. McKay's interests and admitted his son to partnership. The deceased became a member of the old Corn Exchange in 1851 and for some time previous to his death was the only surviving member of that organization. He was also a member of the Commercial Exchange, afterwards the Chamber of Commerce. His wife, five sons and two daughters survive him.

Samuel D. Cargill, president of the Cargill Elevator Company and of the Cargill Commission Co. of Minneapolis, Minn., died at West Baden, Ind., March 16, aged 55 years. Mr. Cargill was born on Long Island, N. Y., and at the age of 18 years removed to Janesville, Wis. Several years later he and his brothers, William W. and James F. Cargill, became dealers in grain at Austin, Minn. As W. W. Cargill & Bros. they did business at Austin, Albert Lea and LaCrosse. At LaCrosse and also at Green Bay, Wis., the Cargills now operate elevators under the name of W. W. Cargill & Co. Mr. Cargill removed to Minneapolis in 1889. Besides the presidency of the Cargill Elevator Co. and his interests in the firm of W. W. Cargill & Co., he was also president of the Superior Elevator Co., a director of the First National Bank and an influential member of the Minneapolis Chamber of Commerce. The deceased had recently taken a trip to the West

Indies for the benefit of his health and had stopped at West Baden for treatment, expecting to go from there to Hot Springs, Ark., when he was prostrated. He is survived by his widow, three brothers and a sister. The Minneapolis Chamber of Commerce on March 17 adopted resolutions expressing its regret for the death of Mr. Cargill.

J. Hobart Herrick, formerly president of the New York Produce Exchange, died in that city March 11 from the effects of injuries received at the Union League Club on the night of March 10. He was stricken with apoplexy and fell over the railing of the staircase to the floor, three and a half stories below. Mr. Herrick was 69 years of age, having been born in New York in 1833. He entered his father's grain office, which transacted business under the name of J. B. Herrick & Son, after having taken a collegiate course in the New York University. On the death of his father in 1863 the firm was reorganized under the name of J. H. Herrick & Co., brokers in grain and produce. In 1889 he became connected with the Edison General Electric Company as vice-president, and in 1892 with the General Electric Company, holding the same office. The deceased was also a director in the Mutual Life Insurance Co. and the Croesus Gold Mining and Milling Company and was a member of the Union League and the New York Whist Clubs and the Century Association. He leaves a widow and four daughters.

N. K. Fairbank died at his residence at 1801 Michigan avenue, Chicago, Ill., March 27, aged 73 years. Mr. Fairbank was born in 1829 at Sodus, N. Y., of New England stock. After a course in the country schools he was apprenticed to a bricklayer. He later became a bookkeeper in a flour mill at Rochester and in six months owned a half interest in the business. He came to Chicago in 1855 as western agent of David Dows & Co., produce commission merchants of New York. He became interested in the oil refining firm of Smeedly, Peck & Co., which ultimately became known as N. K. Fairbank & Co. Nelson Morris was his associate in establishing the Fairbank Canning Co. Mr. Fairbank was interested in railroad ventures in the Southwest and in several gold mines in Arizona and Colorado. He also was interested in Louisiana pine lands and in Michigan iron mines. Mr. Fairbank was elected president of the Chicago Board of Trade in 1878. One of his most celebrated deals on the Board of Trade was the wheat corner of 1872, in which he was associated with P. B. Hutchinson and others. The deceased married in 1866 Miss Helen Livingston Graham of New York, who died eight years ago. Three daughters and four sons survive him. These are Mrs. Benj. Carpenter, Margaret and Nathalie Fairbank, and Kellogg, Dexter, Wallace and Livingston Fairbank. Mr. Fairbank was a member of the Chicago, Calumet, Union League and Washington Park clubs.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

J. A. Forrest, Oregon, Ill.  
Geo. B. Churchill, Yarmouth, Nova Scotia.  
H. J. Caldwell of Caldwell, Barr & Co., Earl Park, Ind.  
O. J. Edwards, representing The Foos Mfg. Co., Springfield, O.  
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.  
Arthur H. Smith, Jackson, Mich., representing Huntley Mfg. Co., Silver Creek, N. Y.

A bill has been offered in the Minnesota legislature for a law to enable the Railroad and Warehouse Commission to erect a building for its own use in Minneapolis to cost not to exceed \$50,000. If erected the building will contain offices for the Chief Grain Inspector and Chief Weighmaster.



Will May and July come together or go further apart?—Zahm's Circular.







ness and cleanliness, shouldn't grade. If through excess of zeal or greed, corn should be dried too much, the soundness would be affected and it would not pass grade.

This plan of drying corn is a mighty good thing for you and the other grain buyers as well as for the farmers; for besides helping to make "corners" difficult, it makes a demand for the low grades of corn. In previous years corn that was off grade because of excessive dampness, sold at a ruinous discount, for ordinarily the demand for it was very narrow. Right now in Buffalo, and here in Chicago for eastern shipment, the kiln-dried corn is at a premium over the natural corn. To-day kiln-dried corn is worth about 44 cents here, while the natural No. 3 corn is worth 41 cents. This is an extraordinary premium but it shows that the kiln-dried corn is not an inferior article.

There is no sentiment in the corn business down here on the exchange floor of the Board of Trade, and I believe there is even less in Buffalo; so if kiln-dried corn sells for more money than the natural, it is because it is worth more.

The chicken that is born in an incubator, is safe from rats and tastes just as good when he reaches your dinner plate as the chicken who in his youthful days enjoyed the advantages of his hen-mother's watchful care. . . .

UNCLE BOB.

## PERSONAL

J. C. Spahr has taken charge of the elevator at Waynesville, Ohio.

Arthur Drake has charge of C. D. Orr's elevator at Northfield, Minn.

Joseph Paulers has charge of the Farmers' Elevator at Osman, Ill.

Martin Lee has taken charge of the Imperial Elevator at Aneta, N. D.

M. Delaney of Niantic, Ill., has taken charge of an elevator at Ivesdale, Ill.

Joseph Davis has taken charge of the Ulrich Elevator at Mt. Auburn, Ill.

John J. Hagen has taken charge of the Winter-Ames Elevator at Holloway, Minn.

Knute Torgeson has taken charge of the Merchants' Elevator at Alexandria, Minn.

J. E. Garlow will have charge of the Kansas Grain Co.'s elevator at Concordia, Kans.

Harry Davis has resigned as manager of the Farmers' Elevator Co. at St. Peter, Minn.

Alfred Pepin has succeeded J. B. Mather as manager of the Kinsella Elevator at Salix, Iowa.

Walter Rockhold has been appointed as manager for the Farmers' Elevator Co. at Delavan, Ill.

Burton L. Root has succeeded Arthur Bridge as manager of Spencer Bros.' grain business at Suffield, Conn.

Henry Peterson has again taken up his duties as wheat buyer for the Jenkins Elevator Co. at Elizabeth, Minn.

E. L. Diekman has resigned as agent for the Atlas Elevator Co. at Ferney, S. D., and will remove to Iowa May 1.

Charles Stuart has taken charge of Sage Bros.' elevator at Currie, Minn. Mr. Stuart was formerly at Avoca, Minn.

Mr. Callison, who was formerly at Heron Lake, Minn., has accepted a position with a grain firm at Whittemore, Iowa.

Charles Clark has taken the position as manager of the stock and grain business of Davis & Way at Pleasantville, Iowa.

Lewis Johnson, formerly at Knapp, Minn., has removed to Pennock, Minn., where he has taken charge of an elevator.

J. P. Cole has given up his position as manager of the H. Y. Hyde Elevator Co., at LeSueur, Minn., and will remove elsewhere.

Clark Faulkner, manager of the Farmers' Elevator at Natrona, Ill., has resigned and accepted a position as traveling salesman.

C. H. Eckberg has sold his elevator at Yetter, Iowa, and will remove to Exeter, Neb., where he will engage in the banking business.

James Feely has discontinued his grain business at Kenyon, Minn., for J. C. Geraghty & Co. of St. Paul, and will remove elsewhere.

Mr. Burchanan has resigned his position with the Monarch Elevator Co. at Motley, S. D., and will engage in the insurance business at Minneapolis, Minn.

Tom Pierce has resigned his position as grain buyer for the Independent Elevator Co. at Langdon, N. D. Mr. Blewett, assistant superintendent of the elevator company, and who was formerly at Dres-

den, N. D., will have charge of the house until Mr. Pierce's successor is appointed.

H. Hoy has accepted a position as grain buyer for the Sleepy Eye Milling Co., at Milroy, Minn. Mr. Hoy was formerly at Horton, Minn.

F. W. Murray, wheat buyer for the Gooding-Cox Co. of Little Falls, Minn., has resigned and will be employed on the road by a Duluth firm.

F. Y. Cornish has resigned his position with the Tacoma Grain Co., of Tacoma, Wash. He is succeeded by Robert Wilson of Colton, Wash.

John Turbak has charge of the McCaul-Webster Elevator at Albee, S. D. He succeeds Mr. Roberts, who has been transferred to Hawarden, Iowa.

Frank Kiever has resigned as buyer for the Imperial Elevator Co. at Kennedy, Minn., and C. J. Peterson has been appointed as his successor.

T. G. Sitz has been appointed agent for the Powers Elevator Co. at Windsor, N. D., to fill the vacancy caused by the resignation of Mr. Barcus.

Theodore Cornelius, who was formerly with Uerling Bros. at Hastings, Neb., is now buying grain at the Brenneu switch for the elevator company.

John Bell, who had charge of the Benson elevator at Avoca, Minn., has closed the house and gone to Butterfield, Minn., where he has taken charge of the cleaning house.

A. V. Andrew has resigned as manager of S. W. Allerton's elevator at Allerton, Ill., and accepted a position as bookkeeper for H. Capen's Sons, loan brokers, at Bloomington, Ill.

O. O. Huseby, who has been in charge of the Peavey Elevator at Herman, Minn., has been transferred to another station. The elevator at Herman will be closed for the present.

E. D. Pfaff, who has been buying grain at Pepin, Wis., for R. E. Jones of Wabasha, Minn., this season, has left the employ of Mr. Jones and closed his warehouse for the present.

Joe Gates of Heron Lake, Minn., has accepted a position with the St. John Grain Co. and will visit all the company's elevators for the purpose of putting them in shape for the coming crop.

R. D. Heald has been transferred from the Duluth Elevator Co.'s house at Glyndon, Minn., to Sherman, S. D. A. A. Barrett, a former agent, will have charge of the Glyndon elevator.

George L. Lieb has resigned as grain buyer at Pratt, Minn., for the Sheffield-King Milling Co. of Minneapolis. Mr. Lieb will remain station agent for the C., M. & St. P. Railway Co. at Pratt.

H. M. Hastings has resigned his position as agent of the Zorn Grain Co. at Leroy, Ill., on account of being unable to find a place of residence in that town. Mr. Hastings was formerly at Cooksville, Ill.

L. Leadbetter, who has been local agent for the Minneapolis & Northern Elevator Company at Grand Forks, N. D., for a number of years, has resigned and will engage in the grain business in Manitoba.

Agent Lundberg, who has charge of the house at Mayville, N. D., for the Independent Elevator Co. of Minneapolis, has tendered his resignation to take effect July 1, when he will go on the road for a nursery business.

Charles Schauer, who was in charge of the Exchange Elevator at Danube, Minn., has been transferred to Buffalo Lake, Minn. He is succeeded at Danube by Chris. Schmit, who was formerly with H. H. Neuenburg & Co.

A. F. Sheldon, who has been in charge of the Northwestern Elevator Co.'s house at De Graff, Minn., for several years, was recently transferred to that company's elevator at Willow Lakes, S. D., with an increase of salary.

Fred Sugden has been promoted from buyer for the Exchange Grain Co.'s elevator at Hutchinson, Minn., to a position in the company's terminal elevator at Minneapolis, Minn. He is succeeded at Hutchinson by Charles Heller.

Arthur Bridge, who has had charge of the grain business at Suffield, Conn., for Spencer Bros. and their predecessor, W. W. Cooper, for a number of years, has resigned his position and assumed the management of the town farm.

B. J. Tobin, who had been for some time superintendent of the Grand Trunk Railway's elevators at Portland, Me., has resigned to accept a similar position with the W. B. & M. Elevator at Burlington, Ia., where he took his first lessons in elevator management as a very young man. Prior to leaving Portland, about forty of the Grand Trunk employees met at the residence of J. F. Cobb to give Mr. Tobin a farewell. The evening was passed with cards, music and other "stunts" of a pleasing character, and at 9:30 refreshments were served in the dining room. W. C. M. Walker acted as toastmaster and a number of toasts were responded to in a delightful manner. On returning to the parlors the "boys" took occasion to surprise Mr. Tobin with a beautiful silver tea service, which they presented to him, Mr. Cobb being spokesman, with many expressions

of good will and sincere regret at his departure from Portland.

## CIVIL SERVICE PROPOSED IN THE MINNESOTA GRAIN OFFICE.

A bill by Senator Pugh has been unanimously reported to the Minnesota senate, to place the Minnesota grain inspection department on a civil service basis. The Railroad and Warehouse Commission, which has direct control of the department, opposed the bill and endeavored to have a substitute offered; but the latter was so delayed that it could not be introduced within the constitutional time. The bill endorsed by the committee, provides that—

The appointment of all employees, clerks, deputies, and officers of the state engaged in the inspection, weighing, and handling of grain, or the reinspection thereof, upon appeal shall be made solely on the ground of merit and fitness, ascertained by competitive examinations open to the public and without reference to the manner in which any appointee shall have acted or voted in politics or to the political party with which he is connected. Such examinations shall be under the sole control of the civil service commissioners herein provided for and independent of the regulation, supervision, or influence of any other official or person. The qualifications of any appointee shall be ascertained at one examination and not at separate examinations. In case of the removal of any such official, clerk, or other employe a statement in writing of the reasons for such removal shall be immediately filed by the person making such removal with the board of railway and warehouse commissioners, and said statement shall be open to public inspection. The failure to file such statement within five days after such removal shall operate to reinstate the official or employe. No removal of any official, clerk, or other employe shall be made except for neglect of duty, incompetence, or violation of the provisions of this act, or the regular prescribed rules of the service, and the said officers, deputies, and other employees holding positions at the time this act shall become operative shall retain their respective positions without further appointment until removed pursuant to the terms of this act. Such removals may be made by the officer or board authorized by law to employ or select said officers or employees.

The bill then provides that one of the said commissioners shall be appointed by the governor, one by the railway and warehouse commissioners and one by the attorney general; and shall hold office for two years, and not all be of the same political party. This commission shall make the regulations governing the service. The bill then says:

The regulations made by the commissioners of civil service shall, among other things, provide: First, for the classification of the offices, places, and employment affected by the provisions of this act; second, for examinations to ascertain the fitness of the applicants for appointment to said offices, places, and employments. All such examinations shall be public and shall not relate in any way to political or religious opinions or affiliations. They shall be practical and relate to matters which fairly test the relative capacity and fitness of the persons examined to discharge the duties of the position to which they seek to be appointed. Such examinations shall be competitive, except where, after due efforts by previous public advertisements or other effort, in case of extraordinary emergency, competition is found not to be practicable; third, for the filling of vacancies in said offices, places, and employments by selection from among those graded highest as the result of such examination; fourth, for a period of probation before an appointment is made permanent; fifth, for promotion in office on the basis of ascertained merit and seniority in service, and upon such examinations as may promote the best service in said offices, places, and employments.

The bill also provides among other things for a list of eligible candidates for appointment in the service from which list employees must be selected, beginning with those candidates standing best on the list; but temporary appointments may be made, if necessary to continue the service, when no such list of examined candidates exists; said appointees to hold office for twenty days only, except in the case of helpers, who may be appointed for terms not exceeding six months in length.

The steamer Birmingham was recently loaded at Baltimore with 240,000 bushels of grain in twelve hours, being the loading record for the past.

The millers and grain dealers of Hancock, Henry, Rush, Fayette, Randolph and Wayne Cos., Ind., met jointly at Cambridge City in March. The attendance was large and each county being well represented. A permanent local organization was formed with W. A. Creitz as president and J. H. Hazelrigg, secretary.



## TRANSPORTATION

Canadian farmers are urging the extension of the Intercolonial railroad and its operation as a trans-continental line.

The movement of grain from the Canadian northwest is quite active and the car situation shows improvement.

Representatives of the principal railroads, south and west met at Cincinnati March 26 and decided not to change the freight rates on grain.

The Michigan Central railway is now open for grain business and is accepting grain traffic from western roads for shipment east of Chicago.

The coming of the Chicago Great Western and Burlington roads is expected to help the movement to establish a grain market at Sioux City, Iowa.

The Territorial Grain Growers' Association has issued a circular inviting a conference of grain and railroad interests on the subject of amendments to the Manitoba Grain Act.

The Great Northern will build a line north from a point east of Minot, N. D. This will give the road good hold on the northern counties in North Dakota east of the Mouse river.

Eastern roads are in better shape than for some time. The Erie is taking business in its own or eastern cars, and the B. & O. is doing the same. The Pennsylvania is open for Ohio river business.

It is claimed that two or three of the largest individual vessel owners in Cleveland have paid bonuses on grain cargoes, in order to be relieved of the obligation of starting their vessels to move grain.

The Soo road will extend its line into northern Minnesota by an extension from the main line in Minnesota, starting at Glenwood to the White Earth reservation north of Detroit, a distance of about 200 miles.

This season's lake and rail rates for grain have been announced and are about  $\frac{1}{2}$  cent a bushel above last year's. The rate, Chicago to Buffalo, is 5 cents by lake and 2 cents by rail; corn,  $4\frac{3}{4}$  and 2; oats, 4 and  $1\frac{1}{2}$ , and flaxseed,  $4\frac{1}{2}$  and 2.

Although there are 13,000,000 bushels of grain in store at the head of the lakes, Duluth grain men have rarely ever shown less interest in the opening of navigation. Up to April 1 not more than 1,500,000 bushels had been chartered. A large part of this was Manitoba wheat.

An embargo declared March 20 by the Louisville and Nashville railroad on shipments of grain and hay south of Nashville was lifted March 25. The embargo was declared because the company had 1,500 cars of grain, grain products and hay on its lines at the time the action was taken.

Although insurance was effective April 1 the Chicago grain fleet was unable to leave port because of a strike inaugurated by the Marine Firemen, Oilers and Water Tenders' Union. The tie-up is not complete, as several vessels have cleared with non-union firemen, but still it is serious in the extreme. An early settlement is looked for.

The announcement that the Canadian Pacific railroad intended to discontinue the shipment of grain with the opening of navigation has been officially denied. The company has arranged for its own Atlantic fleet and will move as much wheat as possible through Montreal to Quebec instead of shipping through New York and Boston as in the past.

The management of the Pere Marquette railroad has practically determined to extend its lines from Detroit to Buffalo, and is now seeking an entrance into the latter city. In order to connect with the eastern trunk lines out of Buffalo it will be necessary for the Pere Marquette to cross the Niagara river, and it is probable that a new bridge at some point below Buffalo.

A notice was posted in the Baltimore Chamber of Commerce, March 21 by the Pennsylvania railroad, to the effect that rates east of Erie, in carload lots, effective April 1, for domestic consumption, including Baltimore and Philadelphia, are as follows: Flaxseed, six cents per bushel; wheat, five and a half cents; corn and rye, five and a quarter cents; barley five cents, and oats, four cents.

The Rock Island has refused to maintain a differential of 5 cents in rates on flour and wheat from Oklahoma to points in Texas and the state commission has ordered that on these commodities, moving locally or only between points on the Chicago, Rock Island & Texas, rates shall be 50 per cent of the regular rates named in the commodity tariff in effect; and that on shipments transported between points on this road and those on other lines in Texas they shall be 75 per cent of the regular

rates. It is also ordered that in making divisions of through rates the reductions shall be borne by the Rock Island.

The opening of the Great Lakes navigation season marks the inauguration of the new grain shipping route between Chicago, Duluth and Europe by the Great Lakes and St. Lawrence Transportation Co. The company owns ten steel steamers and will operate them between Chicago and Quebec. A. B. Wolvin of Duluth is at the head of the company and it is said that a very large business has been secured for the boats all season.

There is some complaint of the failure of the Gulf roads to publish their rates on export as well as inland business, as provided by the amended interstate commerce law. The lines east from Chicago and St. Louis have been complying with this provision of the law for some time, but no attention is paid to it by the Gulf roads. No one knows what proportion of the through rate to Europe via New Orleans and Galveston is received by the roads. In consequence the railroads are able to make whatever rate they please and claim that the steamship lines alone are responsible for the cut. The lines running to the Atlantic coast claim their business is being diverted to the Gulf ports on account of the illegal practices of the Gulf roads.

Arrangements have been perfected whereby the Canadian Northern this year will divert much of the traffic that for years has gone by way of New York, to Canadian channels. That road heretofore has made Duluth its port, and thence the grain was taken to Buffalo and on to New York. This year, however, the Canadian Northern will carry its freight to Port Arthur. There it will be sent by Canada Atlantic lake steamboats to Parry Sound, thence by Canada Atlantic railway to Hawkesbury, where the cars will take the Great Northern, now completely under the control of the Canadian Northern, to Quebec. Special arrangements have been made with the Lyndal line to carry the grain to Europe. Considerable trade from Duluth will also be brought over the above route by the Canadian Northern and connecting lines.

## FLAXSEED

A flax fibre mill may be established at Red Lake Falls, Minn.

The Minnesota Fibre Co. will build a flax fibre mill at Lakota, N. D.

Samuel Norman has become associated with the Daniels Linseed Oil Co. in Minneapolis.

Flax stocks at Duluth and Minneapolis are reported to be in excess of 6,000,000 bushels.

Mann Bros.' linseed mill at Buffalo, N. Y., which was partially destroyed by fire recently, is being rebuilt and will be ready for operation at an early date.

The Argentine official report on flaxseed is considered too high. The crop is placed at 763,970 tons, but the Handels Zeitung of Buenos Aires says 450,000 tons is nearer correct.

Charles F. Lias has been appointed flaxseed inspector for the Chicago Board of Trade, with E. W. Harris as assistant. Both men are well qualified for the positions, having been in the office for years under the late S. H. Stevens.

The Duluth Commercial Record says the linseed oil mills in operation since September have a yearly capacity of practically 21,000,000 bushels. With the new Daniels mill at Minneapolis, which went into operation in February, this will be increased to 22,000,000 bushels.

The flax acreage of North Dakota will show a decrease of 40 to 50 per cent this year as compared with last, according to traveling men representing the farm machinery houses. The decrease in the flax acreage is expected to result in a larger acreage of wheat, corn and oats.

The statistical position in flaxseed is claimed to be decidedly against the price. The crop is put down at 28,000,000 bushels. Receipts at Minneapolis and Duluth have been 25,500,000 bushels up to April 1. Chicago receipts are 3,300,000 bushels, including some duplications. In addition to the above 1,500,000 bushels have been distributed to mills. This does not appear at distributing points. It is estimated there are 2,000,000 bushels back in the northwestern country, and elevator people all say there is much more back than has been figured on. The Argentine exportable surplus is 20,000,000 bushels, and that country has shipped 10,500,000 bushels. Up to this time last year it shipped 9,700,000 bushels. The season there this year is three weeks late, otherwise they would have shipped 4,000,000 more up to this time. The annual consumption in the United States is 18,000,000, exports 4,500,000. Over 5,000,000 bushels is carried over in seed and oil.

## BARLEY AND MALT

Barley is reported to be taking the place of wheat as the principal crop in some sections of South Dakota.

Franklin B. Giesler of Milwaukee, Wis., has been granted United States letters patent No. 723,266 on a malting apparatus.

The Rubicon Malting and Grain Co., Rubicon, Wis., has filed an amendment to its articles of incorporation, increasing its capital stock from \$30,000 to \$60,000.

The American Malting Co. will erect a grain shed 70x135 feet, with a capacity of 300,000 bushels, on the east side of Aldrich street at Milwaukee, Wis., to cost \$10,000.

The receipts of malt at the port of Cincinnati, Ohio, for the month of March, 1903, were 91,030 bushels, and the shipments for the same period were 89,630 bushels.

United States letters patent No. 722,310 have been granted to Valentin Lapp, Lindeuan, near Leipzig, Germany, on an apparatus for preparing bruised or ground malt for mashing.

It is reported that Charles Manegold and Albert Zinn will erect a new malt house at Milwaukee, Wis., on the site of the old Northwestern Marine Elevators. The new house will have a capacity of 1,500,000 bushels.

The steamers Cuba and Lackawanna have been leased by the Cargill Elevator Co. to carry cargos of barley to the East. The steamer Cuba loaded at Green Bay, Wis., with 80,000 bushels and the Lackawanna at Manitowoc, Wis., with 110,000 bushels.

Work has been commenced on a big elevator in connection with the malting plant of Albert Schwill & Co., at Chicago, Ill. The main building will be 245x70 feet, in addition to which there will be a boiler and engine house 35x22 feet. The plant will cost \$150,000.

Edward J. Hogan of Oxford, N. Y., purchased the barley that was spilled in a recent wreck on the O. & W. near that place. There was a carload of it in sacks and he gave \$10 for what was scattered and in broken sacks. He cleaned up some 290 bushels, about 70 bushels of which was as clean as when shipped.

Barley is said to extend over a wider climatic range than any of the other grains, and is successfully cultivated over a greater breadth of the globe than any other cereal. It flourishes under the heat and drought of the borders of the torrid zone and grows sturdily and maturely on the northern verge of the temperate zone, ripening and thriving under various adverse circumstances which wheat is wholly unable to resist. Barley is found in the Faroe islands, near Cape North, the extreme point of Norway; near Archangel, on the White sea, and in central Siberia between 58 and 59 degrees north latitude. In genial climates, such as those of Egypt, Barbary and the south of Spain, two crops of barley may be reaped in the same year, one in spring from seed sown the previous autumn, and one in autumn from a spring sowing.

The minority interests in the American Malting Co., who are trying to recover \$1,500,000 in dividends, and to get an accounting for over \$8,000,000 of stock, are stoutly opposing the plans of the majority interests for reorganization. The reorganization interests propose a capital of \$10,000,000 of each kind of stock, the old shareholders are given the privilege of exchanging their preferred for 35 per cent of the new and the common for 25 per cent. The extra 10 per cent for the preferred in lieu of the deferred dividends. The plan provides for \$1,075,000 preferred stock and \$2,514,000 common for reorganization and other purposes. The minority interests claim the plan of reorganization would mean a new company and would jeopardize the suits against the old directors and promoters. The company has been a failure as an industrial combination as was expected when it was launched.

The Orange Judd Farmer says the lower grades of barley have evidently assumed a fixed place in the markets and are receiving the careful consideration of dealers for mixing with oats and were never in more favor than the past season. At present there is some difference over low grades containing large yellow berries, as these appear too prominently in the oats, after mixture, for the satisfaction of the dealers. The demand, it is believed, will become heavier season after season for cheap barley to mix with oats. Eastern consumers have become accustomed to the low grades of oats, mostly called barley mixtures, and buy them freely at the slightly lower prices, compared with quotations of straight oats. Farmers could accomplish much in improving the quality of their grain by better care from start to finish. They should change seed more frequently



and give the crop more consideration during harvest time. Also by giving it more satisfactory handling at the time of threshing.

#### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
February, 1902 .....	53	\$ 34	
February, 1903 .....	27	13	
Eight mo. end. February 1902.	52,265	30,204	
Eight mo. end. February, 1903.	56,189	30,008	
Exports—			
February, 1902 .....	290,765	165,663	
February, 1903 .....	224,452	131,770	
Eight mo. end. February, 1902.	7,601,981	3,423,762	
Eight mo. end. February, 1903.	7,837,124	4,322,470	
BARLEY MALT.			
Imports—	Bushels.	Value.	
February, 1902 .....	359	329	
February, 1903 .....	.....	.....	
Eight mo. end. February, 1902.	1,258	1,115	
Eight mo. end. February, 1903.	1,387	1,786	
Exports—			
February, 1902 .....	30,155	19,580	
February, 1903 .....	42,070	30,150	
Eight mo. end. February, 1902.	235,179	156,898	
Eight mo. end. February, 1903.	244,911	177,851	

## CROP REPORTS

Present indications promise a large wheat crop for Indiana.

The Tennessee wheat acreage is large and conditions are reported most promising.

The Kentucky weather bureau says the outlook for wheat is better than it has been for years.

The Missouri state report for April places the winter wheat condition at 91 and the area at 2,822,000 acres.

Reports are coming to hand of damage to the oats and corn crops of Georgia and the oats crop of South Carolina by the Hessian fly.

The acreage of corn in South Dakota will be larger this year than it was last, according to reports from different sections of the state. Some oats are being put in on high land and prospects are good.

There will be very little fall sown wheat plowed up for corn and oats in Kansas, Oklahoma and Nebraska this season. At this time last year a large acreage in Kansas had been plowed under. Wheat conditions are now said to be unprecedentedly good.

According to the report of the Illinois weather bureau oats seeding is progressing favorably in some sections of the state and in others is backward. A considerable quantity of corn remains standing in the fields. The wheat crop is making a good showing.

A large increase in the oats acreage of Minnesota is looked for. Last year the northwest planted more coarse grains than ever before, and the turning of many Minnesota, South Dakota and even North Dakota lands from wheat to corn, rye, oats and barley was a feature of interest last year. It is believed that this feature will be more pronounced this season.

The April report of the Texas weather bureau says the crop season is from 10 to 30 days late as a result of heavy rains. However, corn planting is in progress and it is expected that a good crop will be made. President G. J. Gibbs of the Texas Grain Dealers' Association estimates that the wheat crop will be 25,000,000 bushels this year. He does not look for serious damage by the green bug.

The government report of April 1 says the seeding of spring oats has begun as far north as Michigan, but this work has been retarded to a considerable extent by wet ground. Fall sown oats are making vigorous growth in the southern states, with excellent results, although seriously damaged by lice in some portions of South Carolina. Very little corn has been planted north of the Gulf states where the early planted is up and the stand is fair to good.

B. W. Snow says in the Chicago Tribune that the wet and cold conditions of the first part of the month will work some interference with oats seeding. The seeding which has been accomplished was under favorable soil conditions, with the ground working well, and that part of the crop should make a good early showing. West of the Missouri river, in Kansas and Nebraska, there was no precipitation to cause delay and in the former state seeding is practically completed, while in the latter it is well advanced. The acreage is apparently somewhat smaller than last year in Texas and Kansas, and it seems probable that the total breadth will be somewhat reduced. The question of corn acreage is problematical. In Texas a substantial increase in acreage is reported, the increment coming from

new land brought into cultivation. A little planting has been done in Oklahoma and Kansas, and in each case local opinion indicates small change from last year's area. In the Ohio and Mississippi valleys current opinion as gathered from local observers points to some reduction of acreage.

The Washington state grain commission has issued a report on winter wheat, showing that the acreage in eastern Washington, Oregon and Idaho will not exceed half a normal acreage. The big crop and high prices of last year caused the summer fall plowing of a larger acreage than ever, which it was intended to sow to winter wheat. The heavy rains during the fall prevented the carrying out of this program and the result is the short acreage now announced.

The Ohio report dated April 1 says that winter wheat condition, compared with an average, is 96; winter barley, 94. The condition of corn in the crib is 78 of an average. Twelve per cent of the corn remained unhusked during the winter and this has been damaged to the extent of 22 per cent. There is considerable complaint that corn in the crib is molding. Unhusked corn that stood out during winter was very greatly damaged. Some is worthless, while fodder is generally so badly rotted as to be unfit to feed.

The April report of the statistician of the Department of Agriculture shows the average condition of winter wheat April 1 to have been 97.3, against 78.7 April 1, 1902, and 82.1 the mean of the April averages of the last ten years. The following table shows for the principal states the averages of condition April 1, the corresponding averages one year ago, and the mean of the corresponding averages for the last ten years:

	April 1, 1903.	April 1, 1902.	Ten year average.
Kansas .....	97	73	80
Missouri .....	95	91	82
California .....	98	93	84
Indiana .....	97	81	78
Nebraska .....	96	93	87
Ohio .....	97	77	78
Illinois .....	98	90	79
Pennsylvania .....	100	82	86
Oklahoma .....	100	67	88
Texas .....	94	72	83
Tennessee .....	98	60	80
Michigan .....	95	83	78
United States .....	97.3	78.7	82.1

The average condition of winter rye April 1 was 97.9, against 85.4 on April 1, 1902, and 87.9 the mean of the April averages of the last ten years.

## SEEDS

Edwin Leonard has taken the position of manager of E. E. Wheeler's seed department at Bridgeport, Conn.

Sales of grass seeds from various parts of the country are reported good. The prices range in most instances considerably higher than last year.

It is reported that a prominent seedsman of New Haven, Conn., will clear \$50,000 this year as his part of the proceeds for the rapid advance in the price of sweet corn.

The Iowa Seed Co. at Des Moines, Iowa, will add two more stories to its warehouse and build fourteen new green houses. The increased business makes those improvements necessary.

Prof. Dwight S. Dalbey of the University of Illinois states that recent germination tests of seed corn show that a great deal of the corn was frozen last winter and will not do to plant and advises great care in the selection of seed for planting.

Fifty bushels of sugar corn seed sold for \$620 at Philadelphia, Pa., by a seed dealer of that city on March 23. Forty bushels brought \$13 per bushel and the remainder \$10. These prices are the highest ever recorded in that city and are due to the failure of the crop last year.

The corporation at Indianapolis, Ind., known as J. A. Everitt, Seedsman, has been reorganized and new members admitted. The capital stock has also been increased from \$10,000 to \$150,000. The stockholders of the new corporation are J. A. Everitt, W. H. Everitt, W. A. Eshbach, R. F. Hamilton and E. G. Haspel.

The students of the Agricultural College of the University of Missouri at Columbia, Mo., have formed a temporary organization known as the Corn Growers' Association of Missouri. The object of the association is to improve the quality of the corn grown in the state and to systematize throughout the state among the farmers the scientific methods resulting from investigations that are carried on in the Agricultural College. Vice-presidents have been elected from various parts of the state for the purpose of working up an interest

locally. The association expects to become a part of the State Industrial Association, which meets at Columbia in the fall.

Alfalfa and red clover seed have made a noticeable advance in price in the West. The alfalfa seed usually sells at from \$5.50 to \$6 per bushel, but is said to be now worth from \$8 to \$9. Red clover is selling at \$6 to \$7.50, while the price usually ranges between \$5 and \$6. The unfavorable weather of last season ruined a great deal of the seed and damaged considerable of the remainder.

The report of certain Iowa people that tests of seed oats showed that only 65 per cent of them would germinate and that farmers were alarmed over the prospect for a short crop, is disputed by George M. Wells, secretary of the Iowa Grain Dealers' Association, at Des Moines. He replied that he had heard of no such trouble, and believed that the Iowa oats from last year's crop would germinate all right.

The Spring Seed Fair of the Puslinch Farmers' Club and South Wellington Farmers' Institute was held recently in the warehouses of Penfold Bros. at Guelph, Ont. The number of samples shown were fewer than usual, but what seed was brought in was of very good quality. White oats and black barley were predominant. Prizes were awarded for spring wheat, goose wheat, barley, white oats, black oats, potatoes and new varieties of the above.

The Western Seed and Irrigation Co., with headquarters at Waterloo, Neb., have established local agencies at Fowler and Rocky Ford, Colo. The company has contracted for 200 acres at Fowler and 75 acres at Rocky Ford for the purpose of raising seeds. This company is said to supply the government with considerable of the seed used for the annual free distribution. That portion of Colorado is famous for melon, cantaloupe, cucumber, squash, pumpkin and muskmelon seed.

The farmers in the vicinity of East Grand Forks, Minn., are shipping in more seed grain this year than they have done for a number of years past. It has been the custom of a few for many years to change their seed wheat and oats every year or every second year at the longest, but this year there is a general movement in that direction. The idea is becoming general that it is a paying investment to get seed that has been raised in some other locality where the soil is materially different.

The Ohio Agricultural Experiment station at Wooster, Ohio, has sent out a bulletin concerning the impurities in alfalfa and clover seed. A number of samples of red, alsike and crimson clover and alfalfa seeds were recently examined at that station under the direction of the botanist and while they showed no serious lack of vitality, considerable quantities of weed seed impurities were found and farmers are warned against the use of seeds that have not been recleaned. The presence of dodder seeds in alfalfa are especially called attention to.

The millwrights, firemen and engineers of the Chicago Dock Co. and the Albert Dickinson Seed Co. at Chicago went on a strike recently to secure the union scale of wages, and 300 other employees of the Albert Dickinson Co. were forced to abandon work, as that company secures its power for light and for running machinery from the Chicago Dock Co. The strike was settled March 26 by the officials of both companies agreeing to the union scale of wages. All the employees of the Dickinson Seed Co. returned to work as soon as power was turned on.

Tests that have been made at the Illinois Experiment Station to determine the germinating strength of seed oats have developed the apparent fact that the general run of oat seed is of a low grade of vitality and particularly those that were thrashed late in the season. A report has been issued from the station to the effect that in a single case the early thrashed oats showed a per cent of germination of 93, which is generally considered very good for oats. On the other hand, another lot of oat seed from the same source, but thrashed considerably later in the season, after the heavy fall rains, showed that only about 68 per cent of the seed tested was germinated. It is recommended that farmers make a careful test of their seed before they plant oats.

The agronomy department of the Iowa Agricultural College is cooperating with the Iowa Corn Growers' Association and with the World's Fair Commission in furnishing to any person who will send twenty-five cents to cover postage, cost of sacks, etc., enough pure bred seed corn to plant one-fourth of an acre, provided that the person receiving the sample of corn will follow the instructions of the department and plant the corn where there is no danger of its becoming mixed from other varieties and will report the results of the experiment next fall to the Agricultural College at Ames. Persons wishing to secure samples of the corn should apply to George S. Forest, Miles, Iowa, Superintendent of Agriculture for the World's Fair, at once, as there is but a limited amount of this seed for distribution.



## FIRES--CASUALTIES

The Minnesota & Dakota Elevator Co.'s elevator at Comfrey, Minn., was destroyed by fire recently.

Moore Brothers' Elevator, together with nine cars of hay and grain, was burned at Hampton, Iowa, March 16.

Warren M. Webster's elevator at Poplar Grove, Ill., was burned March 22 in a fire that destroyed the business portion of that village.

The W. A. Gordon Co., grain dealers at Portland, Ore., suffered a loss of \$32,000, by fire recently. The destroyed property was insured for \$30,000.

The cribs at the Cleveland Elevator at Covington, Ind., collapsed recently and let 1,000 bushels of oats out on the ground. The grain was nearly all saved.

The C. C. Davis elevator at Laura, Ill., caught fire from an overheated bearing March 23. The fire was extinguished by a bucket brigade before much damage was done.

A. K. Knapp's elevator at Minooka, Ill., was damaged by fire on March 20. The fire started over the gasoline engine between the ceilings. The origin of the fire is unknown.

Elmer Brown, the 4-year-old son of Allen Brown, was caught in a shaft at his father's elevator at Berville, Mich., March 7, and was quite badly injured. He will recover.

The Atlas Elevator Co.'s elevator at Norwood, Minn., was burned April 4. The loss is estimated at \$5,000 on the plant and \$10,000 on the grain. The loss is fully covered by insurance.

The foundation of the storehouse attached to the Northwestern Grain Co.'s elevator at Dyersville, Iowa, gave way March 18 and about 8,000 bushels of oats were let down onto the ground.

The upper story of Rockwell & Co.'s elevator at Junction City, Kans., was badly damaged by fire on March 12. In extinguishing the flames 12,000 bushels of grain was damaged by water.

J. M. Green & Co.'s elevator at Wapella, Ill., caught fire on March 28. Sparks from a passing engine set fire to the roof, but the fire was extinguished before much damage was done.

The Western Elevator Co.'s elevator at Dotson, Minn., was destroyed by fire recently. The loss is estimated at \$4,000 on the plant and \$500 on contents, and is said to have been fully covered by insurance. The cause of the fire is unknown.

E. T. Crum's elevator at Hoxie, Kans., was burned March 9. A part of the wheat, about 2,000 bushels, which was in the elevator, was saved. The loss is \$3,000, with no insurance. The elevator caught fire from the Hoxie Roller Mills, which were destroyed by fire on the same date.

The north part of the Einstman Elevator at Meredosia, Ill., gave way March 12, and 8,000 bushels of corn escaped on to the ground, considerable of the grain running into the river and being washed away. The high water in the Illinois river had weakened the foundations of that portion of the elevator.

The Walton (Kans.) Milling Company's mill and elevator were destroyed by fire March 26. The total loss will be about \$15,000, only partially covered by insurance. About \$5,000 worth of grain and flour was consumed. The plant was the property of D. A. Theahs and J. L. Evers. The origin of the fire is unknown.

The Burlington Elevator at Peoria, Ill., was badly damaged by fire on March 27. The fire started at 6 o'clock a. m. and was fought all day by seven companies of the local fire department. The fire was caused by spontaneous combustion. The damage to grain stored in the elevator is estimated at \$15,000.

The building at 73-75 Monroe street, Chicago, Ill., owned by Henry H. Shufeldt, the distiller, and occupied by the Leonard Seed Co., was burned at 7:45 o'clock p. m., March 4. The fire originated in the adjoining building occupied by the Curtis Coffin Co. The loss on the building and contents is estimated at \$150,000.

A. Teslow's elevator at Hereford, Minn., was burned recently. The elevator contained 7,000 bushels of wheat and a car load of flour at the time of the fire. Charles Torgerson was the buyer in charge of the house. The elevator is said to have been insured and will probably be rebuilt. The origin of the fire is unknown.

The elevator owned and operated by L. P. Mueriz at Bowdle, S. D., was burned to the ground on March 31. The fire originated in the elevator and destroyed not only that plant, but the coal sheds and lumber yard of the Central Lumber Co. The elevator was nearly destroyed when the alarm was given and nothing could be done to save it. The

elevator contained about 13,000 bushels of wheat and the loss on the building and contents is estimated at \$9,000, only partially covered by insurance.

The Minneapolis and Northern Elevator Co.'s 45,000-bushel house at Edinburg, N. D., was burned at 4 o'clock a. m., March 28. The elevator contained about 2,000 bushels of wheat. Several Great Northern freight cars on the track near the elevator were moved away and saved, with the exception of a car of barley, which could not be moved and was destroyed.

The Western Elevator Co.'s elevator at Hurley, S. D., was burned to the ground recently. The origin of the fire is not known, but it is thought to have started from a store in the basement. The elevator was of 50,000 bushels' capacity and was operated by a gasoline engine. The loss amounts to about \$20,000, which was fully covered by insurance. The elevator will probably be rebuilt.

The building occupied by W. D. Simkins & Co., wholesale dealers in grain and feed at Savannah, Ga., was badly damaged by fire and the stock completely destroyed on March 5. The fire started in the rear of the building, where a quantity of hay and grain was stored. The origin of the fire is unknown. The loss on the stock destroyed by fire and water is estimated at \$7,000, fully covered by insurance.

The floor in the warehouse of C. C. Rasmussen & Son, millers at Harlan, Iowa, gave way March 13, and several thousand bushels of wheat ran into the basement and out onto the ground. The warehouse was constructed last fall and was supposed to be very strong, having a stone foundation and being well supported, but the pressure of the grain from above proved to be a greater strain than the foundations would bear.

The Victoria dock at Portland, Ore., was destroyed by fire on March 10, together with 200,000 sacks of wheat valued at \$250,000 and 3,000 tons of salt valued at \$30,000. The loss on buildings, docks and cars was \$320,000 and on residences \$6,000. The fire is thought to have been of incendiary origin. The wheat was the property of the Northwestern Warehouse Co. and was fully insured. The other losses were partly covered by insurance.

The Semler Milling Co.'s elevator at Hamilton, Ohio, was burned shortly after 11 o'clock p. m. March 8. The fire is supposed to have originated in the cornsheller in the basement. The elevator was of brick construction, four stories in height and was separated from the mill by a fire wall. The fire was beyond control when the department arrived and their efforts were confined to saving the mill. The loss is estimated at \$45,000, with insurance of \$25,000. The elevator will be rebuilt at once.

The Nickle Plate Elevator (60,000 bushels' capacity) at Chicago, Ill., located on Eighty-ninth street, near the Nickle Plate tracks, was destroyed by fire at midnight on March 4. The engines of the fire department were unable to reach the fire on account of the impassable condition of the roads. The elevator was of frame construction, covered with sheet iron, and was owned by the Nickle Plate Railroad. Several cars filled with grain on the siding were also destroyed. The loss is \$55,000. The origin of the fire is unknown.

Fire destroyed Swiney & Fowler's elevator at Kingman, Kans., at midnight on March 8. The fire is reported to have been of incendiary origin. It is said that firebugs were the cause of this and other recent fires in that city. When the fire was discovered it had gained such headway that all efforts to extinguish it were fruitless. The loss on the elevator and contents is estimated at \$5,000, with an insurance of \$1,000 on the grain and \$800 on the building. Business men of Kingman offer a reward of \$1,000 for the arrest and conviction of the person or persons responsible for the recent conflagrations.

Fire at Mt. Sterling, Ky., at 2 o'clock a. m. March 29, caused loss of \$50,000 in the business portion of the city. The fire started in the rear of I. F. Tabbs' grain and feed store. The building was three stories in height and cost \$10,000. It was totally destroyed. Mr. Tabbs' loss on buildings and stock is estimated at \$30,000, with \$13,000 insurance. The fire destroyed and damaged adjoining property to the extent of \$20,000. Sullivan & Toohey suffered a loss of \$1,500 on grass seed destroyed. This, however, is mostly covered by insurance. Green Garrett suffered a loss of \$3,000 worth of grass seed, with no insurance.

A \$20,000 fire occurred at Cayuse, Ore., March 30, three large warehouses, 15,000 bushels of wheat and 8,000 bushels of barley being consumed. The warehouses belonged to the Interior Warehouse Co., the Pacific Coast Elevator Co. and the Kerr-Gifford Co. All were new and the smallest house was 50x150 feet in size. The fire originated in the roof of the Interior warehouse and the cause is unknown. Of the wheat 8,000 bushels were in the Interior Warehouse Co.'s building and 5,000 in the Kerr-Gifford Co.'s house. The barley was in the Pacific Coast

Elevator Co.'s warehouse. The buildings and grain are said to have been well insured.

The 25,000-bushel elevator of the Powers' Elevator Co. at Josephine, N. D., burned at noon on March 23. The origin of the fire is unknown. It is reported that the insurance will fall far short of covering the loss. The house will be rebuilt at once. A. H. Shumway is the agent of the elevator company at Josephine.

The warehouse at Hartford, Conn., owned by the Trout Brook Ice and Feed Co. and occupied by the L. C. Daniels Grain Co., was damaged by fire recently. The building is a two-story and basement structure of frame, sheathed with iron, and was formerly the temporary station of the New England road. The fire originated in the office on the first floor. The loss on the building is estimated at between \$3,000 and \$4,000. The bins and elevator machinery were damaged by the fire and 20,000 bushels of grain and about 100 tons of hay were badly damaged by water. The total loss is estimated at between \$8,000 and \$10,000, with insurance of about 80 per cent.

## EXPORT TRADE INCREASING.

The February exports, as reported by the Bureau of Statistics, show the largest total of any February in the history of our commerce, and also that the exports of the three months ending with February were larger than those of the corresponding period of any earlier year. On the import side, the figures also show a continuation of the growth which has characterized the last two years, and the figures of the eight months ending with February suggest that the imports of the United States in the fiscal year 1903 may exceed a billion dollars, while the export figures seem likely to exceed one billion four hundred millions.

In the short month of February alone the exports amounted to \$125,502,105, which is 12 millions in excess of any preceding February, and more than double the figures of February, 1893, in which month the total exports were \$59,931,984. Taking the three months ending with February, 1903, the total exports are \$407,526,200, against \$215,151,471 in the three months ending with February, 1893. Thus, considering either the month of February or the three months ending with February, 1903, the total exports are not only larger than in that period of any preceding year, but practically double those of a decade ago.

These large export figures are due in part to the fact that the new corn crop is rapidly entering the markets of the world, to which the United States was able to make but slight contribution last year, the corn exportations in February, 1903, having been 13 million bushels, against a little over one million bushels in February last year. Cotton exports also show a marked gain over those of last year.

The official figures show that the meager export trade in corn the past year was a result of our short crop in 1901 and consequent higher prices, but has been followed by nearly complete recovery. For eight months ended February 28, exports were nearly 37,000,000 bushels, mostly during the past winter, against scant 23,000,000 bushels same period a year earlier. The February movement alone was 13,000,000 bushels, or at the rate of 156,000,000 bushels annually. The largest exports in any one year were in 1900, when they amounted to 209,000,000 bushels. The falling off in wheat was only partly offset by gains in corn, rye, oatmeal and wheat flour. The following are the totals of chief cereal exports:

	Feb. 1903.	—8 mos. ended Feb. 28, 1903.	1902.
Wheat, bu.....	5,552,600	88,664,735	117,511,121
Total value ....	\$4,583,166	\$67,237,313	\$84,285,685
Av. value.....	82.5c	78.2c	71.7c
Corn, bu.....	13,027,017	36,745,324	22,913,875
Total value ...	\$7,065,115	\$20,388,514	\$13,683,200
Av. value.....	54.2c	55.4c	59.7c
Oats, bu.....	179,038	3,882,410	8,126,229
Total value ....	\$81,646	\$1,546,029	\$3,284,391
Tot'l breadst'ffs.	\$17,093,473	\$146,754,656	\$152,545,318

## CHICAGO BIG CAR RECORD.

The record for weight of a car load of wheat received of the Chicago market was broken again on April 2, when the Board of Trade weighing department recorded the weight of car at Calumet "A," Pa. R. R. No. 96,385 at 109,870 pounds. The previous best record for car of wheat was made on August 1, 1902, when a car containing 108,240 pounds was registered on March 19 at South Chicago "D," R. G. W. Car No. 2,279 was weighed which contained 117,150 pounds of corn. This was in an 80,000 pound capacity car and was leaking at the sides when it arrived at the elevator.

Red clover seed is reported scarce and the price very high in Missouri.



## COMMISSION

J. C. Wood & Co. (inc.), grain and commission, of Chicago, Ill., has dissolved.

The Linton Grain Co. has filed articles of incorporation at Kansas City, Mo. The capitalization is \$5,000.

John F. Harris, senior member of the firm of Harris, Gates & Co., Chicago, sailed for Europe on April 8.

The Gamble Robison Commission Co. (not inc.) of Minneapolis, Minn., has incorporated under the same style.

Floyd, Chapman & Crawford, stock brokers of Cleveland, Ohio, have opened an office in Chicago, where they will do a grain business.

Joseph M. Lowc, dealer in stocks, grain and provisions in the Hammond building at Detroit, Mich., retired from the brokerage business April 1.

Sam. Finney has severed his connection with Churchill & Co. and will continue business at his new offices, 425 and 426 Rialto building, Chicago.

J. A. Overstreet is now connected with the firm of Connor Bros. & Co., grain and commission at St. Louis, Mo., in the capacity of traveling salesman.

The Ernst-Davis Grain Co. of Kansas City, Mo., now has private wires to Chicago, St. Louis and Omaha, being correspondents of Ware & Leland, Chicago.

Keitel & Co. of Chicago has been incorporated with a capital stock of \$10,000 to handle grain products. Rudolph Keitel, F. S. Miller and Samuel Kilson are the incorporators.

The W. R. Mumford Co., Chicago, Ill., has added the stock and bond business to its commission business and will execute all orders on the New York exchange over its own private wire.

The Weare Grain and Elevator Co. of Chicago has been incorporated by W. F. McDermott, DeForest M. Neice and J. C. Burchard to do a general commission business. The capital stock is \$100,000.

President A. I. Valentine of the Armour Grain Co. returned to the floor of the Chicago Board of Trade March 28, after a month's absence in Florida. He was given an enthusiastic reception by the wheat traders.

F. E. Winans, commission merchant at No. 6 Sherman street, Chicago, has had the calsonimers at his offices the past week and now, with new furniture, everything about the offices presents a very attractive appearance.

H. P. Kelder & Co. has been organized at Chicago, Ill., with a capital stock of \$10,000. The incorporators are Herman P. Kelder, Peter Kelder and John Wiltjer. The object of the company is a general commission business.

The Weare Grain Co. of Chicago was incorporated March 23, with a capital stock of \$100,000. The incorporators are William M. Klein, John C. Burchard and B. A. Langdon. This company has taken over the business of the Weare Commission Co.

The Dibble Grain and Elevator Co. of Minneapolis, Minn., has filed articles of incorporation. The incorporators are Eugene D. Dibble, president and treasurer; E. H. Dibble, vice-president, and Charles R. Tubbs, secretary. The capital stock is \$50,000.

The marriage of Samuel R. Parke, representative of the Weare Grain Co. at Creston, Iowa, and Miss Goldie B. Williams, was celebrated at Farmer City, Ill., on March 24. Mr. and Mrs. Parke will be at home at Creston, Iowa, after April 15.

O. A. Kenter, who for the last five years has conducted a grain and commission business in the Board of Trade building at St. Joseph, Mo., has sold out to F. E. Fleming. Mr. Kenter will remove to Coffeyville, Kans., where he has extensive interests. Mr. Fleming has been engaged in the commission business at St. Joseph for the past twelve years.

Thomas H. Seymour, who joined the Chicago Board of Trade in 1859, retired from business March 14. He had been active as a carrier and broker of cash grain for over twenty years. He did a large commission business in the early days, and for some years conducted a large dry goods house. He made a fortune and retired in the '70s for a rest, but later re-entered the grain trade, and has been active ever since.

After an absence of about one year in the Far West, W. R. McQuillan, better known as "Billy," has returned to his old love, Cincinnati, and associated himself with H. J. Good & Co., receivers and shippers of hay and grain. Although but thirty-five years of age, this makes "Billy's" twenty-fifth year in business in Cincinnati, having started there when a boy of ten, sweeping out the office.

His many friends throughout the country will certainly welcome him back in harness.

George W. Higgins, who is said to have been on the Chicago Board of Trade for a longer period than any other member, paid his annual assessment April 6. He joined the Board of Trade in 1854, paying \$5 for his membership. For many years Mr. Higgins operated extensively in provisions.

The Board of Managers of the New York Produce Exchange expelled William M. Townsend of the firm of W. M. Townsend & Bros. from membership in the Exchange on March 31. The charges against Mr. Townsend have not been made public, but are based on the alleged connection of Mr. Townsend with a "discretionary pool." It is said that his attorney will apply to the courts for a mandamus to compel the board to reinstate him to membership.

## LATE PATENTS

Issued on March 10, 1903.

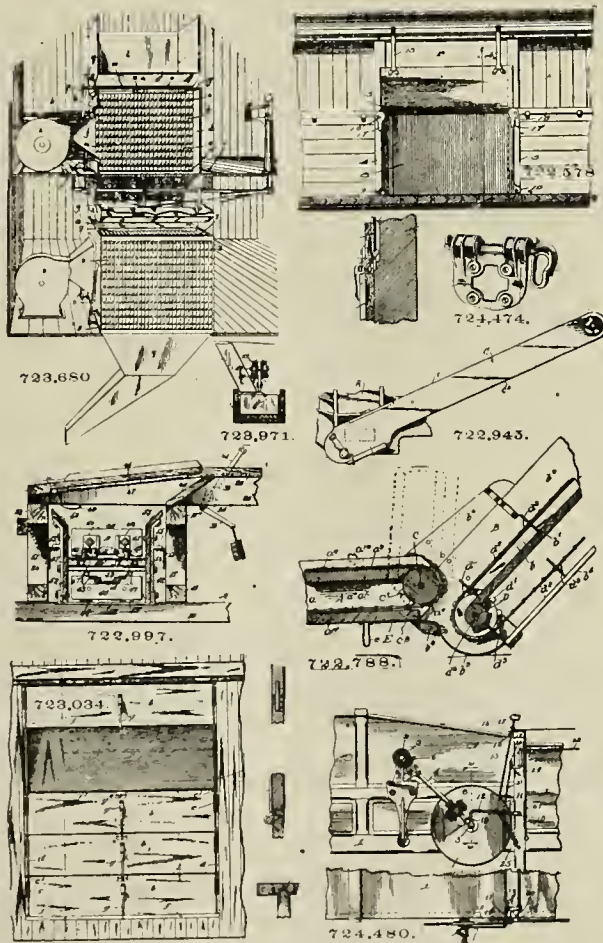
Grain Car Door.—Joseph L. Hamel, Grafton, N. D. Filed Aug. 29, 1902. No. 722,578. See cut.

Issued on March 17, 1903.

Elevator for Grain Separators.—George F. Conner, Port Huron, Mich. Filed Feb. 12, 1902. No. 722,945. See cut.

Elevator for Corn or Grain Dumps.—John Mabus and Frank L. Hay, Lilly, Ill. Filed July 14, 1902. No. 722,997. See cut.

Grain Door.—Montague C. Rowcliff, Osceola, Wis., assignor to himself and George B. Coryell, Osceola, Wis. Filed July 8, 1902. No. 723,034. See cut.



Grain Elevator.—John F. White, Racine, Wis. Filed July 26, 1902. No. 722,788. See cut.

Issued on March 24, 1903.

Grain Drier.—Joseph G. King and John Edwards, Port Arthur, Canada; said Edwards assignor to said King. Filed Aug. 20, 1902. No. 723,680. See cut.

Issued on March 31, 1903.

Conveyor.—Alfred M. Acklin, Pittsburg, Pa. Filed Nov. 12, 1901. No. 723,971. See cut.

Art of Treating Grain.—Harry J. Caldwell and James R. Barr, Earl Park, Ind. Filed Sept. 20, 1902. No. 724,258.

Issued on April 7, 1903.

Attachment for Grain Separators.—James Kennedy, Bristol, Ill. Filed May 1, 1902. No. 724,480. See cut.

Conveyor Belt.—Robert H. Martin, New York, N. Y. Filed July 29, 1902. No. 724,483.

Attachment for Car Doors.—Edward A. Hill, Chicago, Ill., assignor to Chicago Grain Door Co., same place. Filed May 15, 1902. See cut.

Grain Door.—Victor F. W. Berford, Tara, Canada. Filed May 21, 1902. No. 724,784.

## SALES OF CORN SHELLERS AND CORN CLEANERS.

Following is a partial list of sales of corn shellers and corn cleaners made by the Barnard & Leas Manufacturing Company of Moline, Ill., during February and March: T. G. McAfee, Moberly, Mo.; W. T. Pync Mill & Supply Co., Louisville, Ky.; Egerton De Cur, Fond du Lac, Wis.; Bowman-Matthews Milling Co., Sikeston, Mo.; J. A. Campbell & Son, Lincoln, Neb.; Circleville Grain Co., Circleville, O.; P. A. Heacock, Falls City, Neb.; E. L. Odermiller, Douglas, O.; York Foundry & Engine Works, York, Neb.; R. J. Rolfe & Co., Gretna, Neb.; Lawson & Lawson, Pine Valley, Ind.; Bennett Milling Co., Geneva, Ill.; H. L. Bradley, Paducah, Ky.; Lauer Elevator Co., Douglas, O.; Weller Mfg. Co., Chicago, Ill.; Morris & Sullivan, Donnelsville Station, O.; Raymond H. Hoss, Ralston, O.; Illinois Sugar Refining Co., Geneva, Ill.; Cape Co. Milling Co., Jackson, Mo.

## SIZING UP THE MARKET.

Anybody can "size up the market" afterwards. But it's a vastly different thing to do it "before."

If you are "Buying and Selling on the Board," or making "Cash Consignments," you're probably more interested in the man who can size it "before" than the other kind.

It takes experience and a whole lot of it, and a peculiar kind, to intelligently direct or assist "Dealers on the Board" in their transactions.

Anyone who knows me knows that I've had the right kind of experience for the purpose, and also knows that I've used it to good advantage for the benefit of my customers.

Read my "Grain Trade Talks"; they'll give you an inkling of my ability in that direction.

In the meantime if you want me to look after your business I'll do my best.

That's all any man can do.

And that's my way.

All our consignments of "Cash Grain," also orders in "Futures," will have my personal attention.

EDWARD G. HEEMAN,

70 Board of Trade, Chicago.

Write for my "Grain Trade Talks."

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### FOR EXCHANGE.

A 320-acre farm in Cass County, Illinois, for a good elevator. Address

COON BROS., Rantoul, Ill.

### GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

### INCREASED CAPITAL WANTED.

An old establish grain firm doing a good station business in Kansas and Missouri desires to increase capital stock \$20,000 or \$30,000, and furnish positions as bookkeeper and traveling manager of station agents, to one or two parties. Best of reference given and required. Address

X., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

### POSITION WANTED.

By experienced grain man, as superintendent for any one contemplating the building of a new grain elevator on a large scale, in need of a first-class, reliable man, experienced in the handling of all grain and in mixing and cleaning. Twenty-five years in the business; highest recommendations as to honesty, character and ability. Address

C. H., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.



## SEEDS.

American grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, macaroni wheat, and a full line of other seeds. Samples furnished. Write KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kan.

## WHAT HE WANTS.

The advertiser wants to place his advertisement before a good class of buyers and before a large class of buyers. This service the "American Elevator and Grain Trade" gives the advertiser. It introduces him to a good class of buyers and to a large class of buyers. Place your advertisement in this department and be convinced.

# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## FOR SALE.

No. 2 Little Victor Sheller and Cleaner combined. In first-class shape.

JOHN M. HORNUNG, Greensburg, Ind.

## SEED CORN.

Reid's Yellow Dent and Boon County white seed corn for sale in carloads or less.

LA ROSE GRAIN CO., La Rose, Ill.

## SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

## SEEDS.

Clover, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write

THE ILLINOIS SEED CO., 236 Johnson street, Chicago, Ill.

## FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

## FOR SALE.

A line of 7 well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address

D., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

## DO YOU NEED HELP?

Through this department we have helped a great many grain men to sell or rent their grain elevators or sell their second-hand machinery, etc. We can help you. Send your advertisement to-day for insertion in our next issue.

## FOR SALE.

Two elevators in Northern Indiana. One on the main line of the P., F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the grain producing section of Indiana. Address

PLYMOUTH NOVELTY MFG. CO., Plymouth, Ind.

## NEW AND SECOND-HAND GASOLINE ENGINES.

If you want the best gasoline engine built, buy a Backus—fewer working parts, slow speed, and built upon honor.

Second-hand 15 h. p. Lambert, 20 h. p. Charter, 60 h. p. New Era, 65 h. p. Foos.

J. MONTGOMERY JOHNSTON, Western Agent Backus Gas Engine, 22-24 South Canal St., Chicago, Ill.

## FOR SALE.

Scales, second-hand and refitted in good condition at low prices:

One each, 80, 60, 50-ton Railroad Scales.

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Corn mill; one double stand rolls for meal; one large size Bowsher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35-horsepower steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operates; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address

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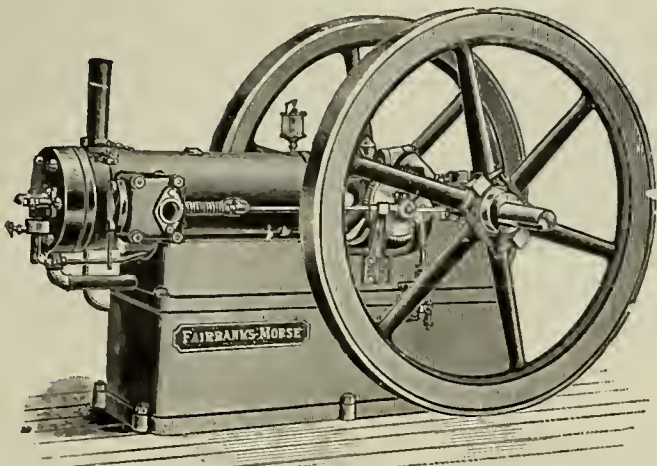
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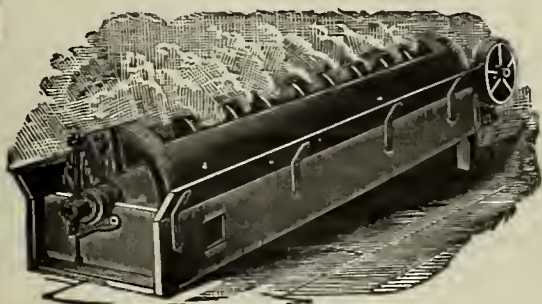
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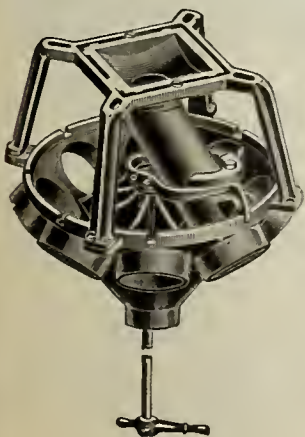
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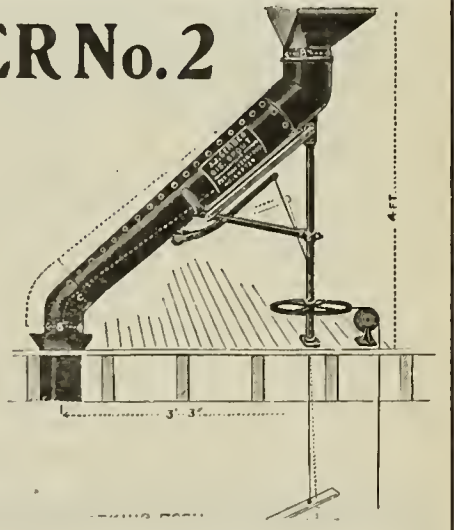
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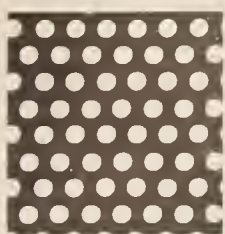


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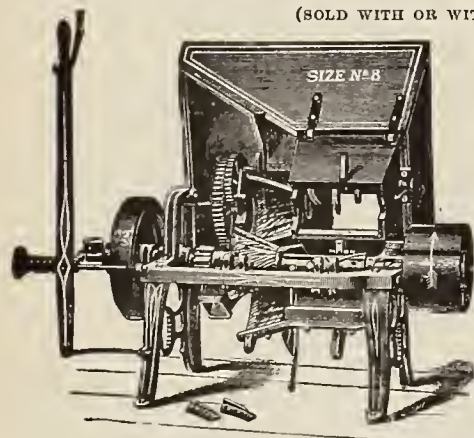
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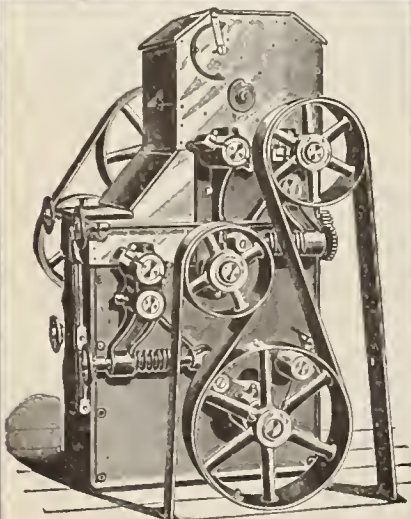
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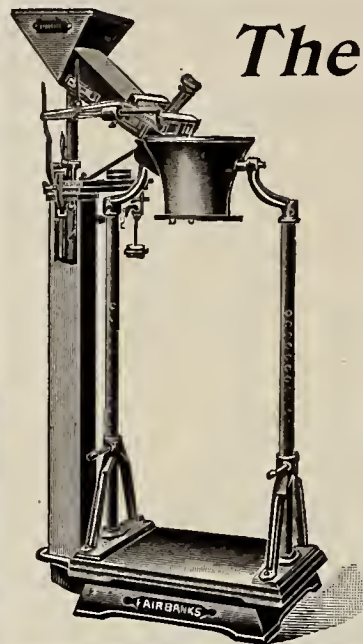
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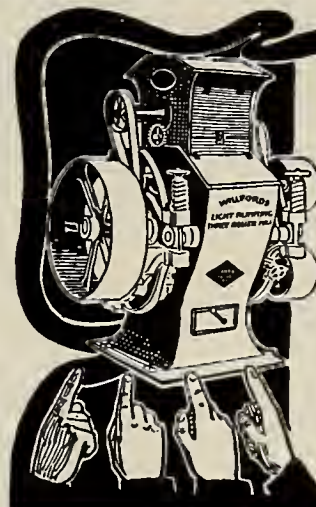
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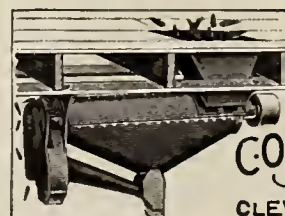
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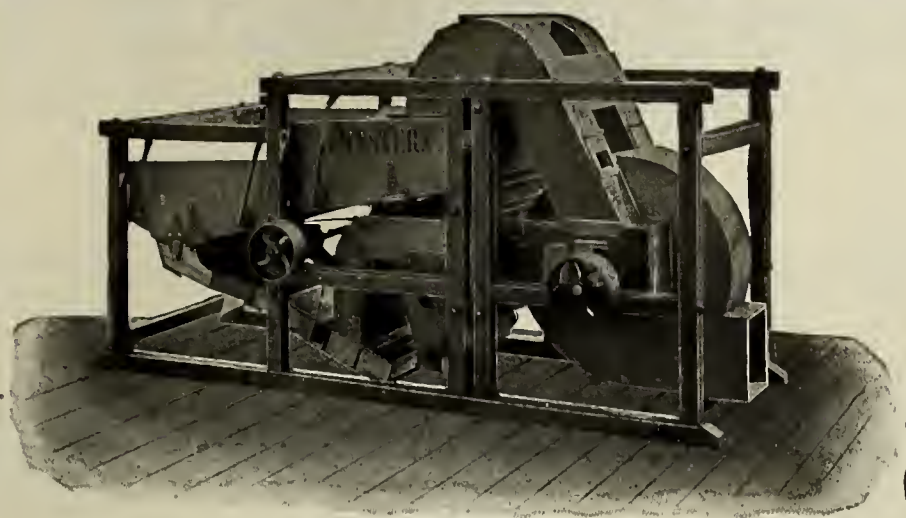
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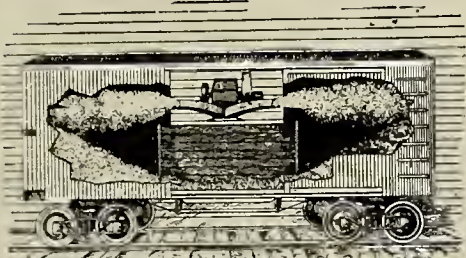
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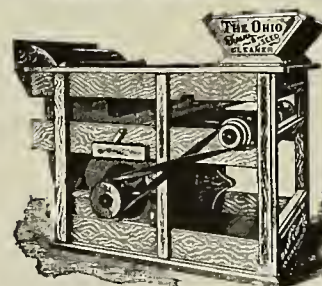
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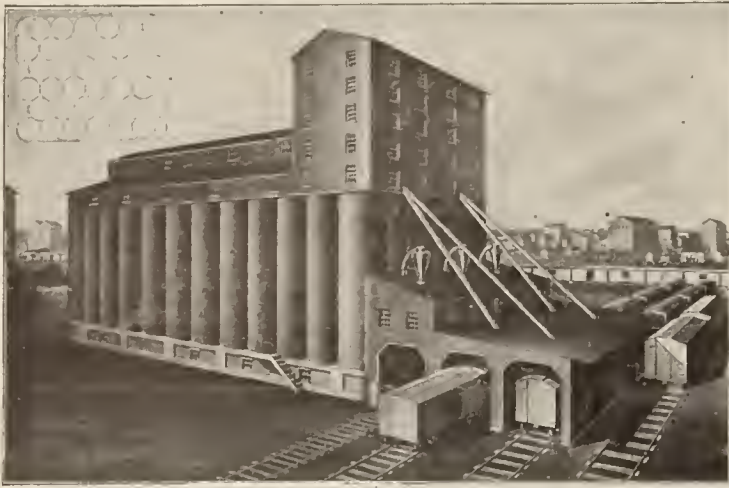
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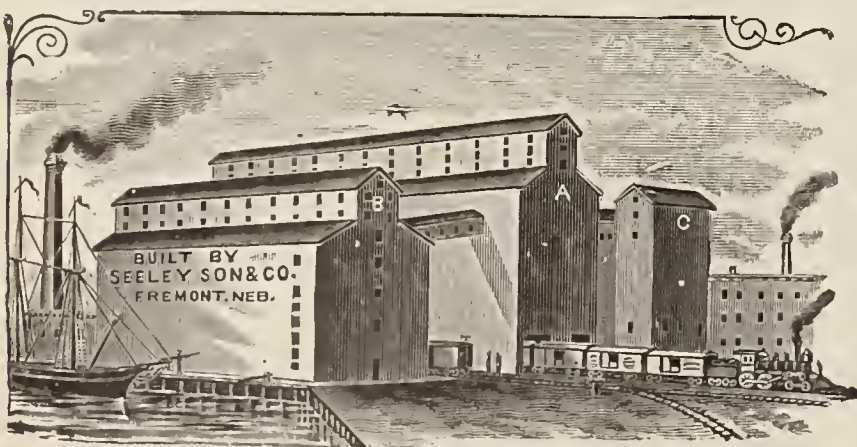
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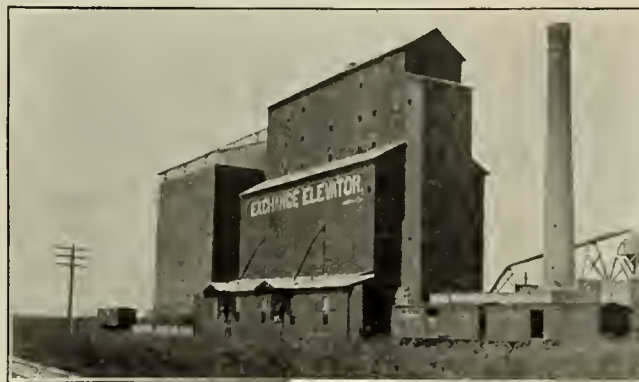
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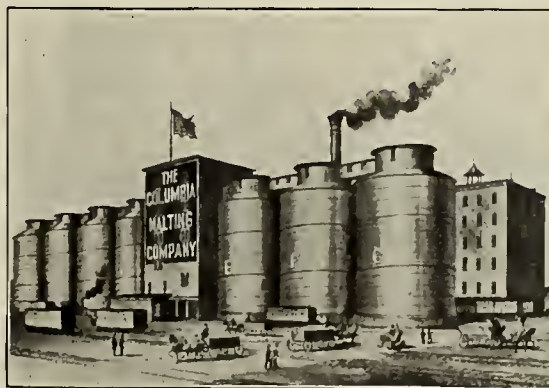
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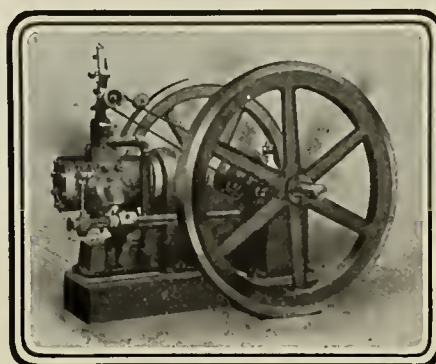
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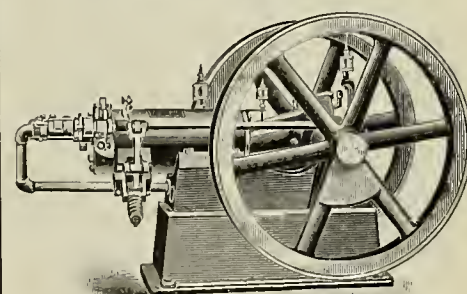
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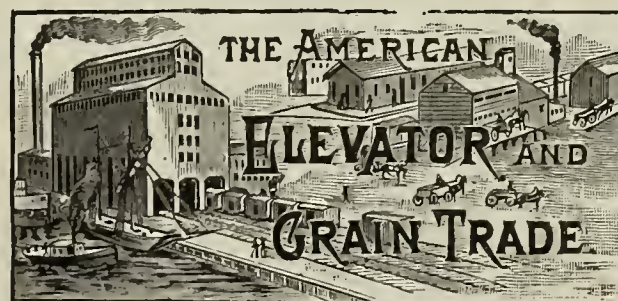
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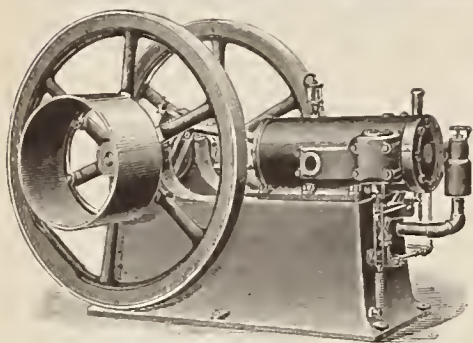
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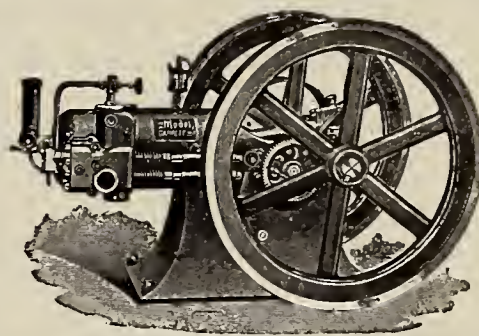
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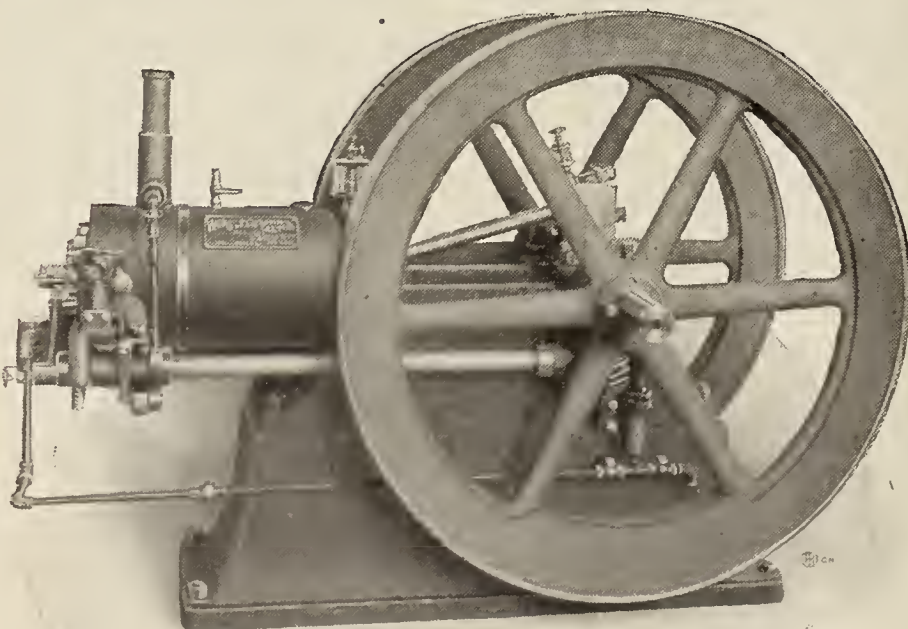
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**Weber Gas and Gasoline Engine Co.**

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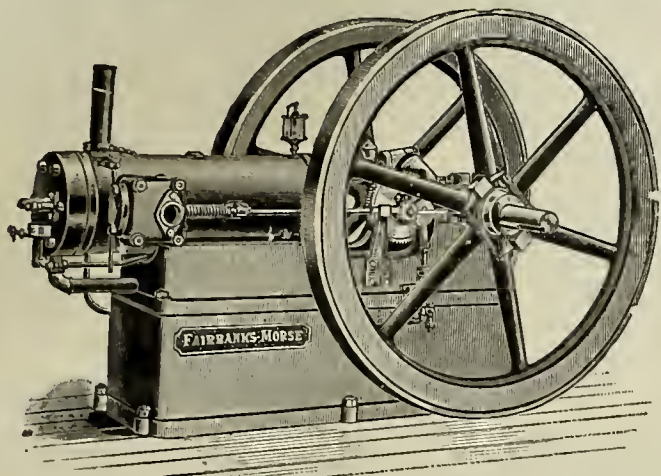
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SCALES,**

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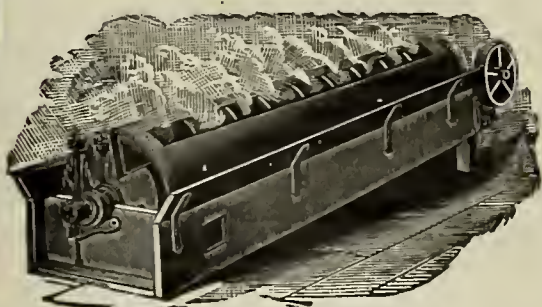
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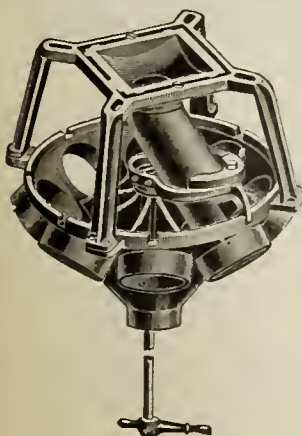
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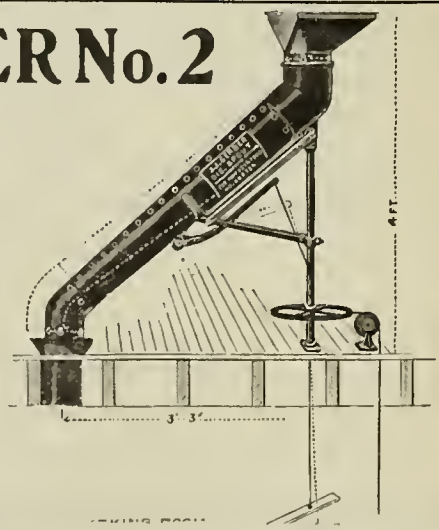
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IT IS SIMPLE IN CONSTRUCTION,  
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For Elevating, Conveying and  
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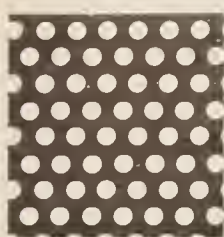
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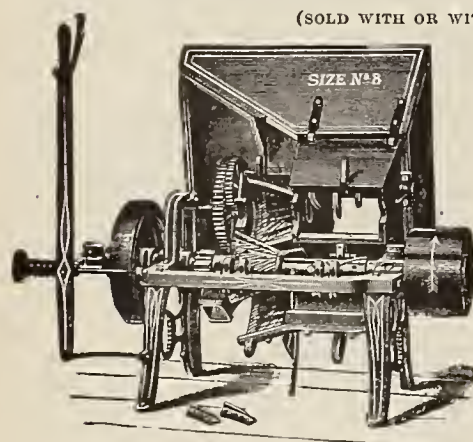
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Send specifications for complete equip-  
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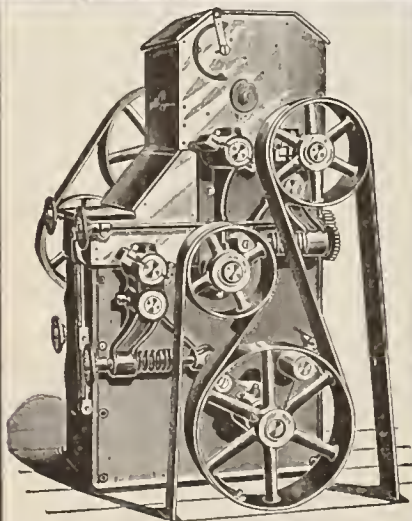
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**GRAIN ELEVATOR MACHINERY AND MILL SUPPLIES,  
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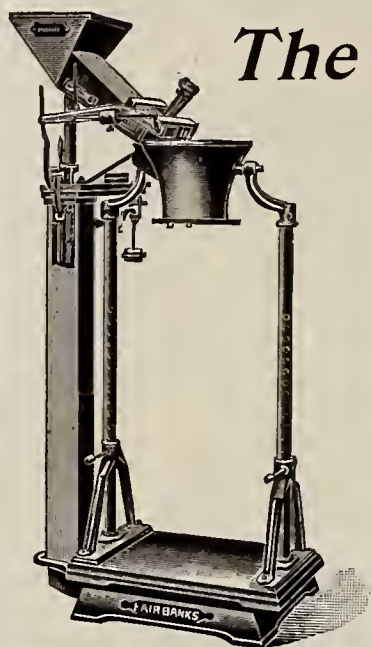
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FOR WEIGHING AND BAGGING  
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Rapid work. Saves time.  
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It is just as essential as grading, cleaning and clipping.

Our process improves all kinds of grain by removing all impurities, such as  
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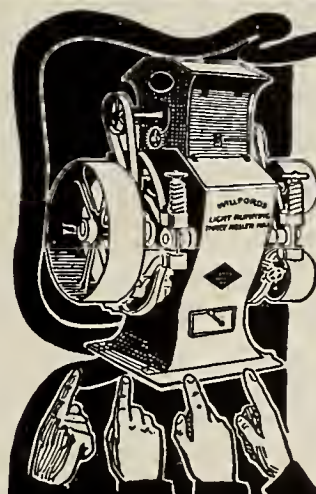
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KENTLAND, INDIANA,

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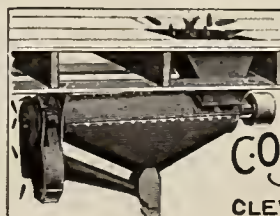
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FOR GRAIN

EASILY AND  
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 CORN SHELLER  
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## JEFFREY ELEVATING CONVEYING MACHINERY



### Standard Elevator Buckets

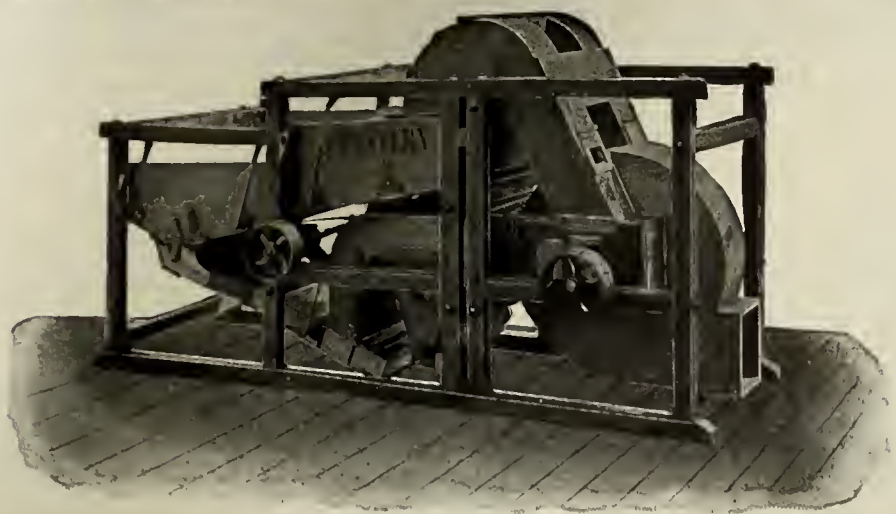
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Separates CORN from COBS and Cleans WHEAT and OATS THOROUGHLY without changing screens.

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Perfect Cleaning.

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Strong, Light,

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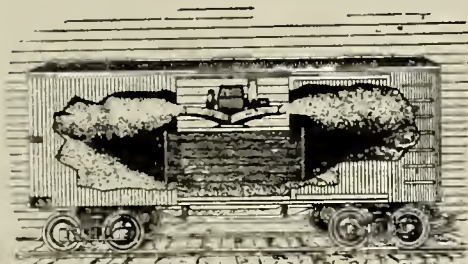
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(Sole Manufacturers)

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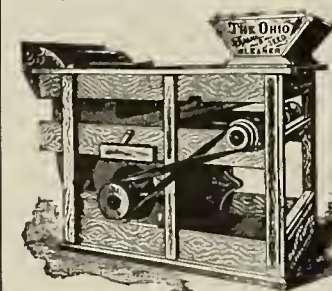
which is shown in the accompanying cut, is without doubt the best car loader on the market.

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Will clean any Seed or Grain that grows.

Larger Capacity, Less Power Required than any other Cleaner Made.

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methods and place your business on a firm financial basis. The *Wolf System* is a producer of dollars. It is the system that commends itself to wide-awake elevator men and millers who believe that the best is not too good.

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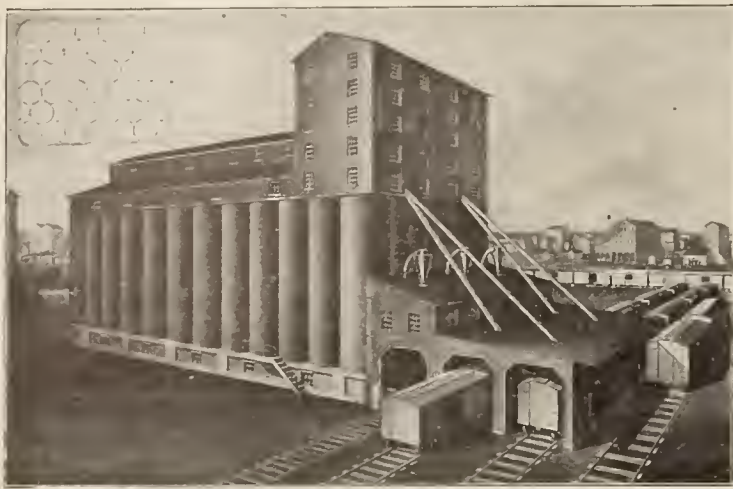
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NEW STEEL FIREPROOF ELEVATOR AT BUFFALO, N. Y.  
MACDONALD'S PATENT STORAGE BINS.

# Macdonald Engineering Co.,

Engineers and Contractors,

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*In wood, steel or combination materials.  
Any capacity from 5,000 bushels up.*

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This is the most important announcement we think, that we can make, at least to us, and that is elevator building is picking up rapidly. In a few short weeks it will come in with a rush and it will be the same old story. Everyone will want to build at the same time and want their elevator completed in two weeks.

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**ENGINEERS AND DESIGNERS**  
**BUILDERS OF ELEVATORS, FLOUR MILLS, ETC**

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### S. P. STEWART & SON, Engrs.,

DESIGNERS OF

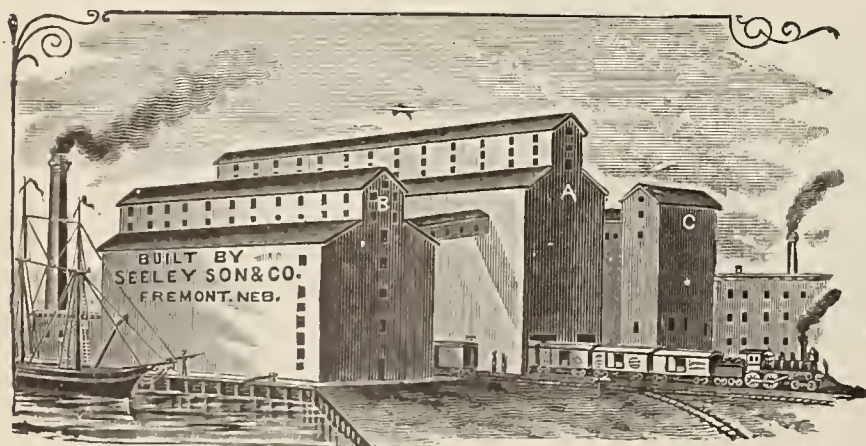
## Fireproof Grain Drying Houses Elevators and Storage Buildings

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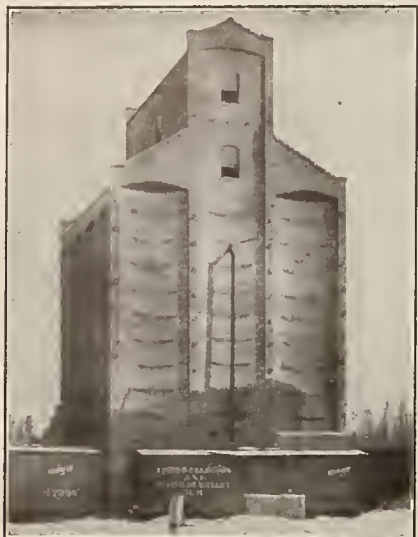
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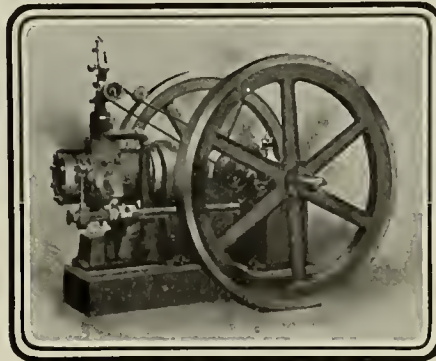
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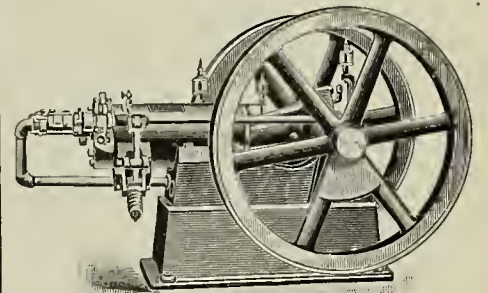
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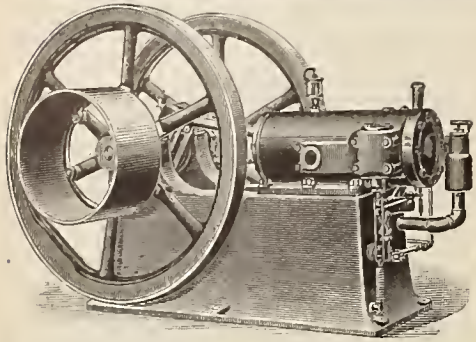
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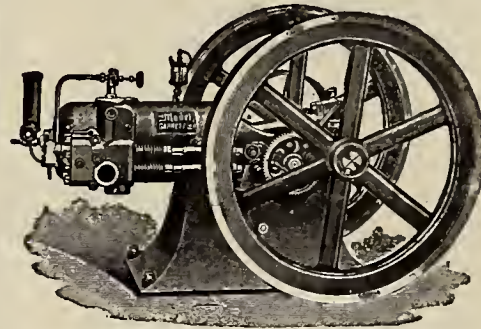
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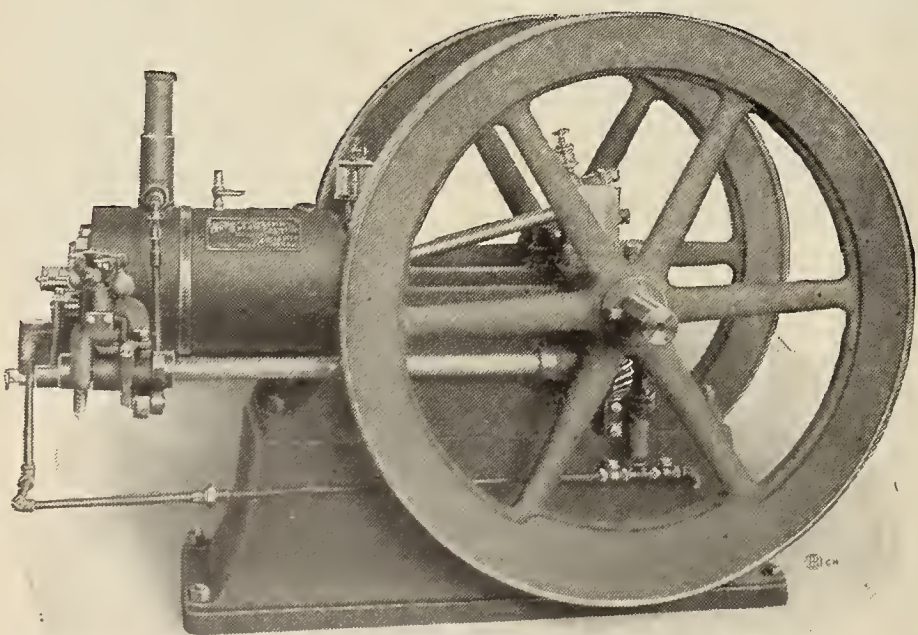
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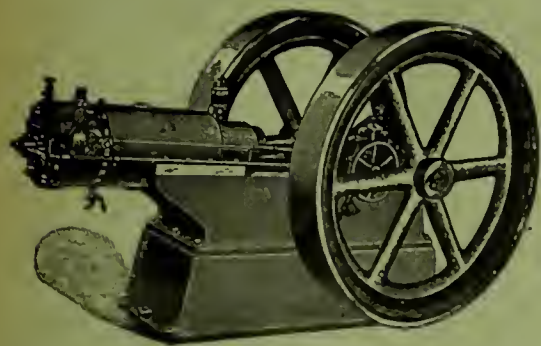
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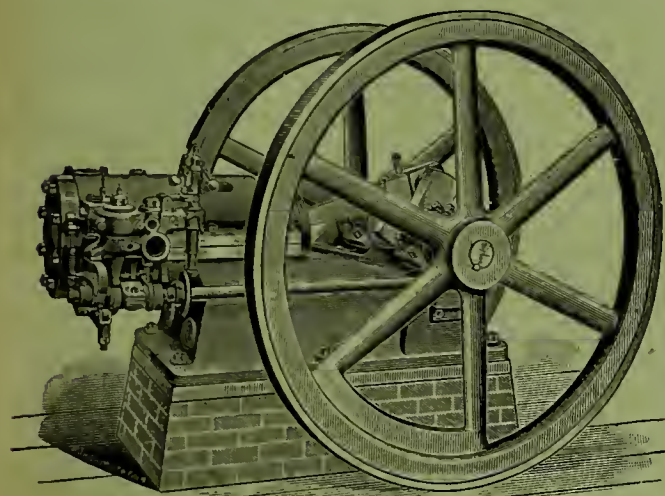
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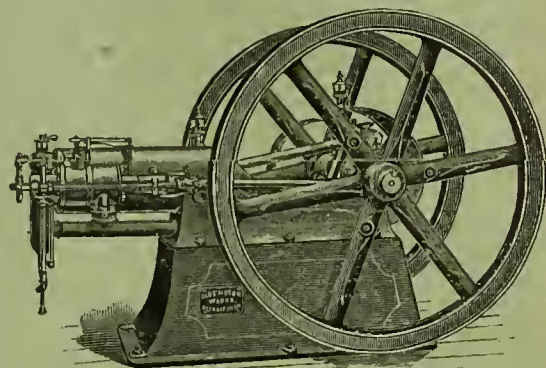
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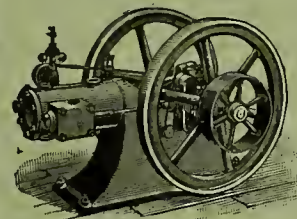


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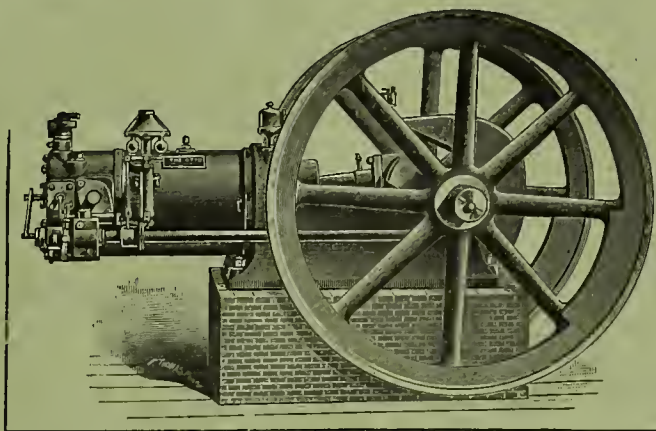
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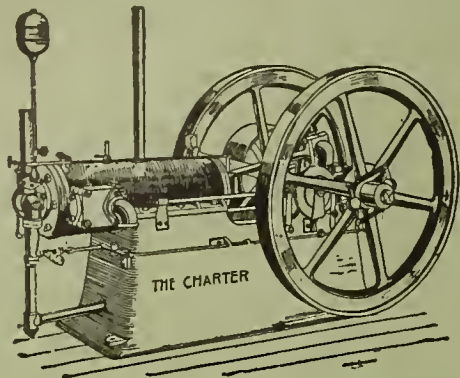
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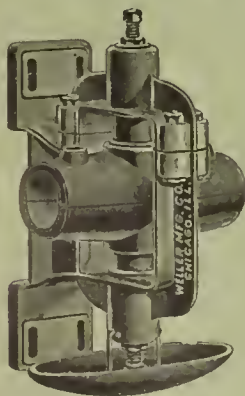
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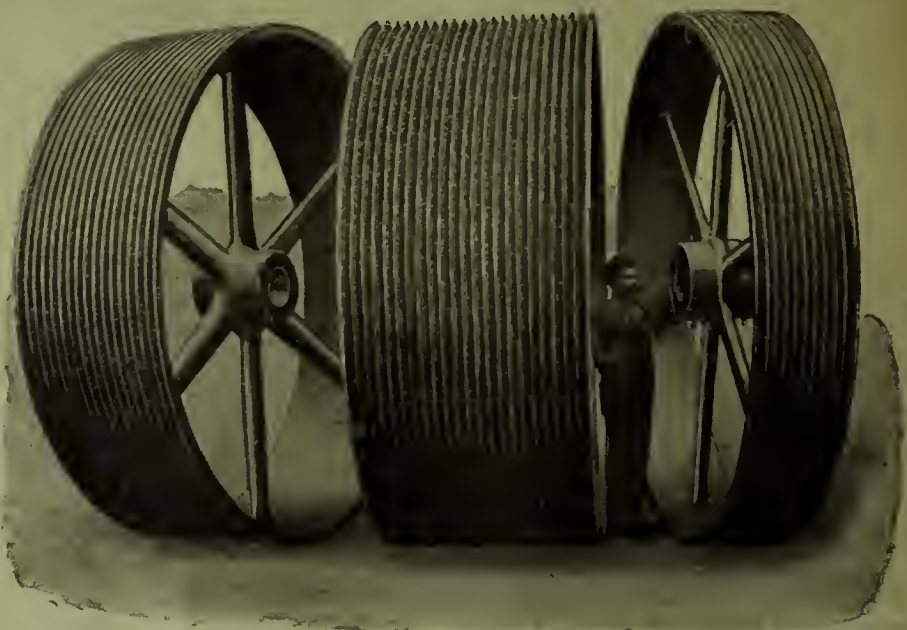
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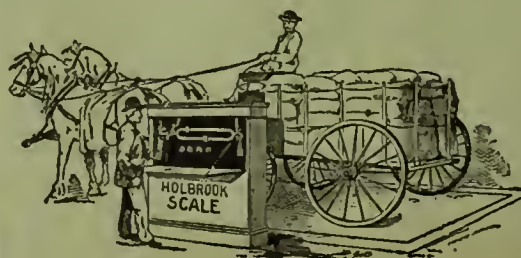
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